DOWNTOWN PARKING ISSUES & INSIGHTS

MAINSTREET PROGRAM

Department of Development

1982 PARKING SURVEY

THE RESULTS AND ANALYSIS OF RESULTS FROM
A QUESTIONNAIRE SURVEY SAMPLING THE ATTITUDES
OF DOWNTOWN BUSINESS GROUPS TOWARDS
PARKING AND RELATED PARKING PROBLEMS
CARRIED OUT IN THE SUMMER OF 1982
BY THE DEPARTMENT OF DEVELOPMENT

1982 PARKING SURVEY - TABLE OF CONTENTS

		Page
Introduction		1
Analysis of Survey Questions		
1.	What are the existing conditions of lots?	2
2.	How many spaces are available in your downtown?	4
3.	What parking spaces exist in your community and how many spaces are there?	6
4.	Is the majority of shopper's parking free, paid or both?	8
5.	Breakdown of parking.	10
6.	Breakdown of privately owned parking.	12
7.	Do 15 minute meters, 1 hour meters ... create favourable parking advantages in your community?	14
8.	Do 15 minute meters, 1 hour meters ... create unfavourable parking advantages in your community?	14
9.	What has your community done in the last five years to develop and improve parking?	16
10.	Who assumes responsibility for providing parking?	18
11.	Who do you feel should assume responsibility for providing parking?	18
12.	Who assumes responsibility for policing parking?	20
13.	Who do you feel should assume responsibility for policing parking?	20
14.	What improvements have taken place on your main street or parking lots?	22

		Page
15.	Who was responsible for the improvements?	24
16.	Do you feel that improvements helped to alleviate the parking situation?	26
17.	What major improvements would you recommend?	28
18.	Are there any advertising or promotion programs to encourage use, or inform individuals of the availability of parking spaces?	30
19.	Does downtown parking have to be free to compete with malls?	32
Summary Findings		34
Parking Considerations		38
Appendix A - Survey Questionnaire		44
Appendix B - Responses From Individual Communities		48
Appendix C - Bibliography		62
Appendix D - Anotated Bibliography		63

INTRODUCTION

INTRODUCTION

One of the significant findings of the Shoppers Survey* indicated that 26% of all the shoppers interviewed expressed an opinion that improved parking facilities should be the number one priority.

The Parking Survey was designed to determine the extent to which parking is a problem and identify those variables which have caused parking to be one of the greatest problem areas.

Participants chosen for the survey were Coordinators of the Business Improvement District Committees and the Managers of Downtown Development Corporations that participate in the Nova Scotia Mainstreet Program. Of the 48 surveys that were mailed, a total of 22 were received by the Mainstreet Program office for analysis. The respondent communities were divided into three classes based on the number of commercial facilities existing in each centre. Towns with over 150 establishments, five in number, were put in Class 1. Seven towns with 70-120 establishments were put in Class 2. Class 3 contains ten towns with 35-70 establishments.

The survey data obtained from each class has been analyzed individually and, as well comparisons have been made between classes. A summary of the major findings relative to each question has been included in the report. As well, a number of points that bodies responsible for parking facilities may wish to consider when making decisions concerning parking in their specific community is also included. Finally, a series of graphic representations are included to assist those people who are designing or redesigning parking facilities, to ensure that the maximum number of spaces are created on lands available for parking.

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* Shoppers Survey - Department of Municipal Affairs, Department of Development, 1979.

The respondents to this question indicate that in Class 1 communities, the actual condition of lots appears to be fairly good. The majority of respondents felt that their lots are attractive in appearance. Areas where improvements were identified are in the paving and signage categories.

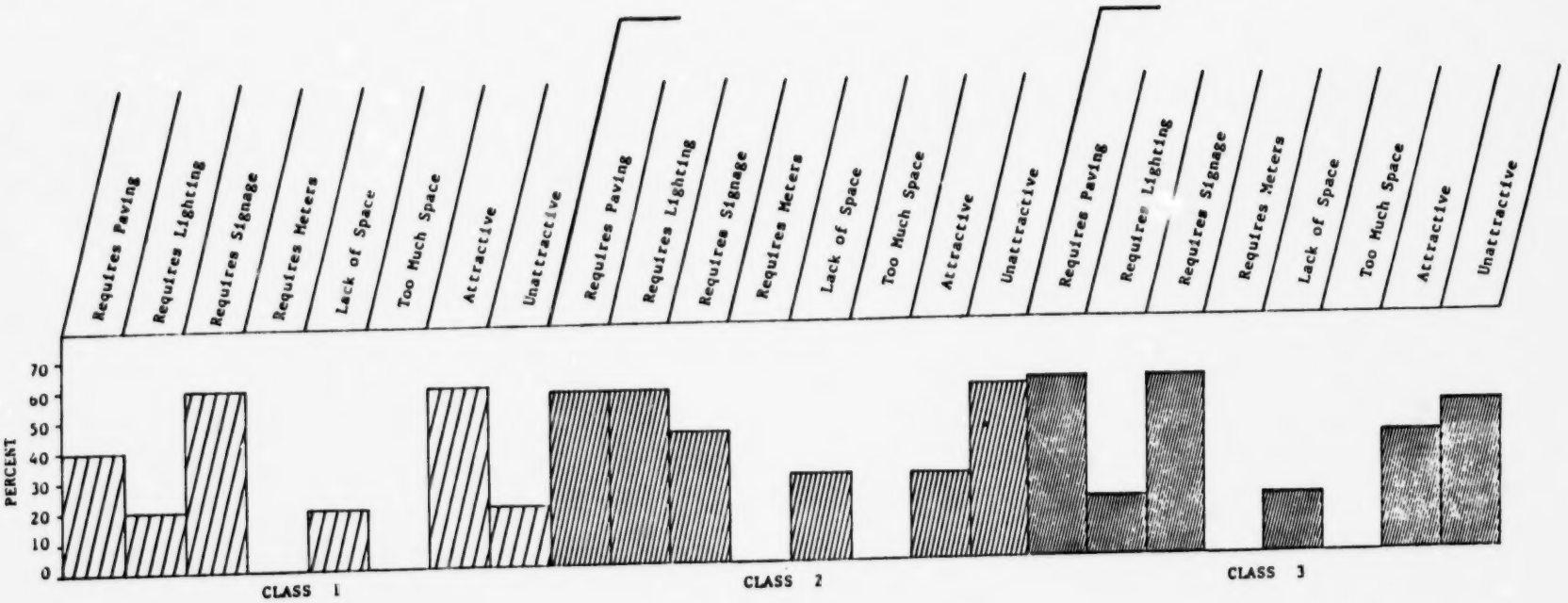
In Class 2, the majority of respondents felt their lots are unattractive and that they require paving and lighting. There is also a noticeable need expressed for signage. The survey data clearly illustrates that there is an obvious need for physical improvements as the majority of respondents identified problems with their community's parking facilities.

Class 3 respondents expressed somewhat the same concerns as Class 2, with emphasis on physical improvements. Half of the respondents indicated that their lots were unattractive, and a majority of respondents felt their lots required paving and signage.

In summation, the key issue focuses on the lack of paving and signage in all Classes. The expressed lack of signage and paving could be an attributing factor to the unattractiveness of both Classes 2 and 3.

It was not surprising that there was no response on the "too much space" category. On the other hand, there was also a relatively low percentage of response when asked if there was a "lack of space". If it is not apparent that the lack of space is a problem, perhaps the difficulty rests with the utilization and management of the existing spaces.

QUESTION 1: WHAT ARE EXISTING CONDITIONS OF LOTS?



The Chart opposite illustrates the range of available parking in each of the three community classifications. In Class 1, the range is 300-1,200; Class 2, 100-1,200; and Class 3, 100-300 spaces. A simple illustration of the absolute numbers of parking spaces available does not, by itself, shed much light on the question of sufficiency.

To examine this factor, a ratio of the number of parking spaces available to the number of facilities present in each community was computed. The average number of spaces per facility in each community was also computed.

The averages are as follows:
Class 1 - 4 spaces per facility
Class 2 - 6 spaces per facility
Class 3 - 4 spaces per facility
Average for all communities - 4.77 spaces per facility.

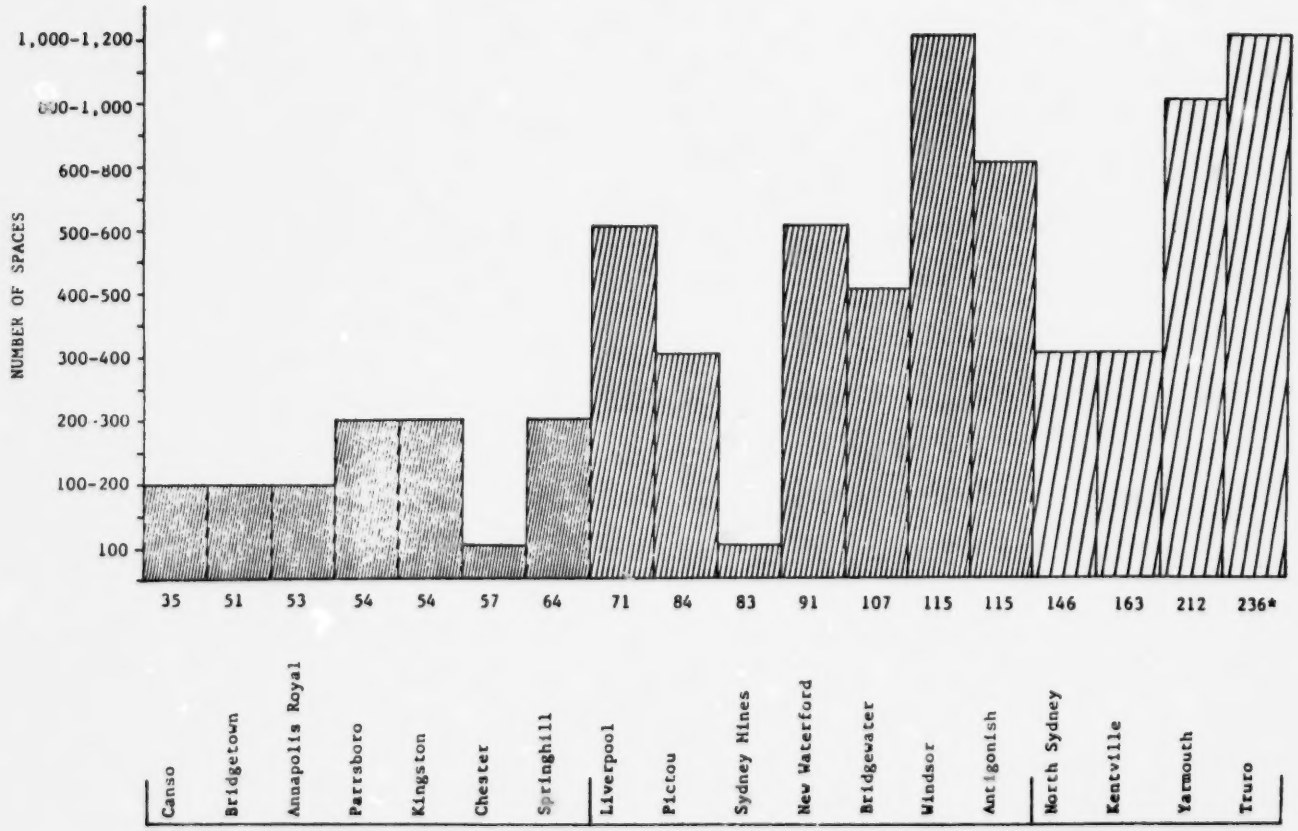
Given these figures, it is apparent that the relationship between the number of parking spaces available and the number of facilities present is relatively consistent.

Applying the mean 4.77 spaces, it is easy to identify from the Chart those communities that could expand parking facilities.

These are as follows:
Class 1 - North Sydney
- Kentville
Class 2 - Sydney Mines
Class 3 - Bridgetown
- Annapolis Royal
- Chester

Granted, 4.77 spaces per facility may not reflect the desired or optimum level of parking spaces required, however, it does give a method by which each community can determine where they stand in terms of their own ratio of spaces per facility and the provincial norm.

QUESTION 2: HOW MANY SPACES ARE AVAILABLE?



The highest percentage of parking facilities available in the Class 1 communities consist of non-metered parking lots, followed by metered on-street parking. On-street parking provided only 7% of the total parking spaces in Class 1. This is significantly different from Class 2 and Class 3 which had 22% and 26% "on-street parking", respectively.

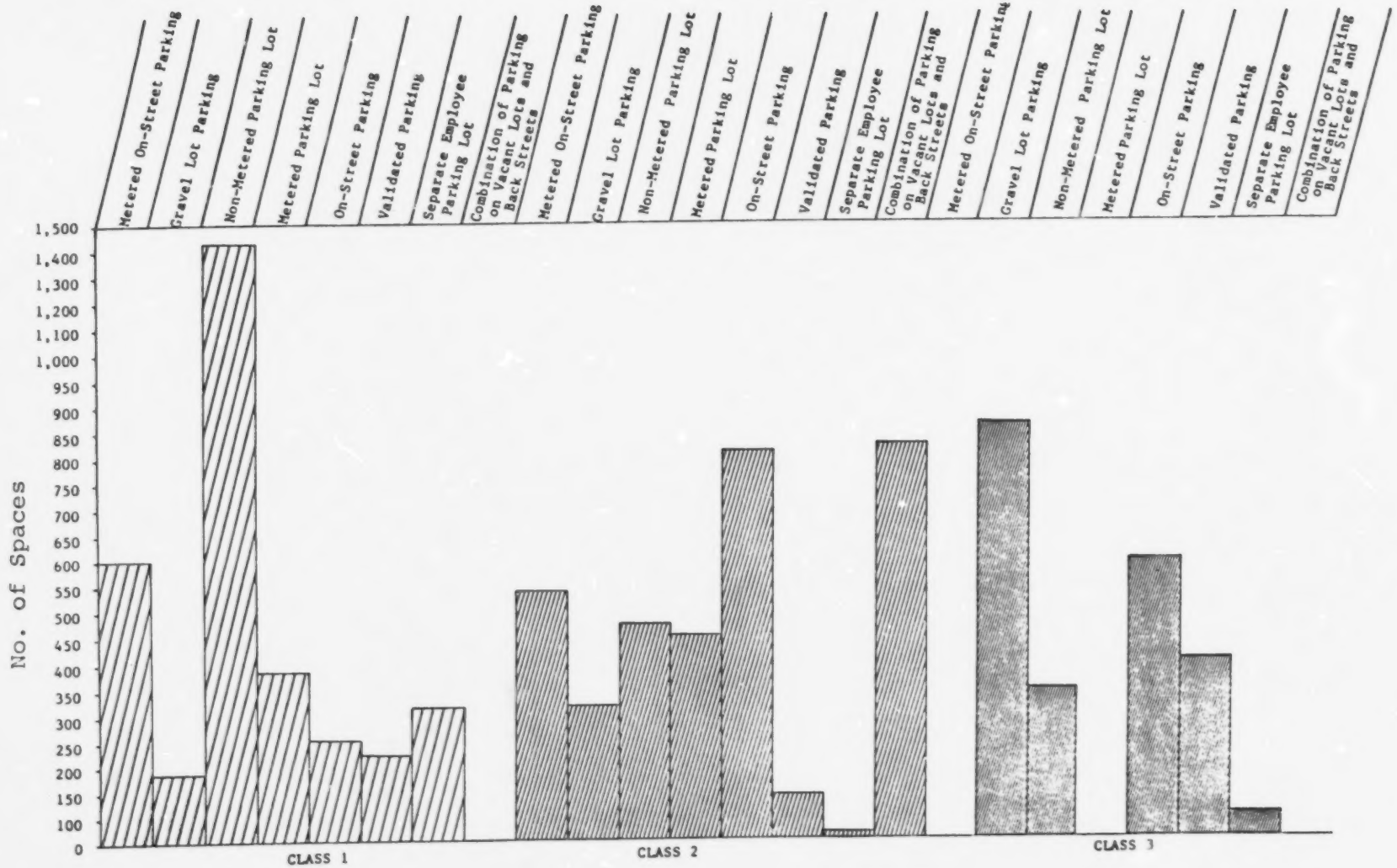
In Class 2 communities, the highest percentage of their parking is supplied through on-street parking and a combination of vacant lots and back streets. This suggests a need to transform existing vacant lots into parking lots in order to meet present and future parking requirements.

In Class 3 communities, again there is a difference in the source of parking facilities. The majority of parking facilities are supplied through the use of gravel lots and on-street parking. An interesting feature that comes to light is that there are no meters. On the other hand, there is a higher useage of the validation system than in other Classes.

It is interesting to note that the major portion of existing parking facilities differs in each Class.

Also, it is not surprising that as communities decrease in size, there is an increase in the utilization of gravel lots.

QUESTION 3: WHAT PARKING FACILITIES EXIST IN YOUR COMMUNITY AND HOW MANY SPACES ARE THERE?



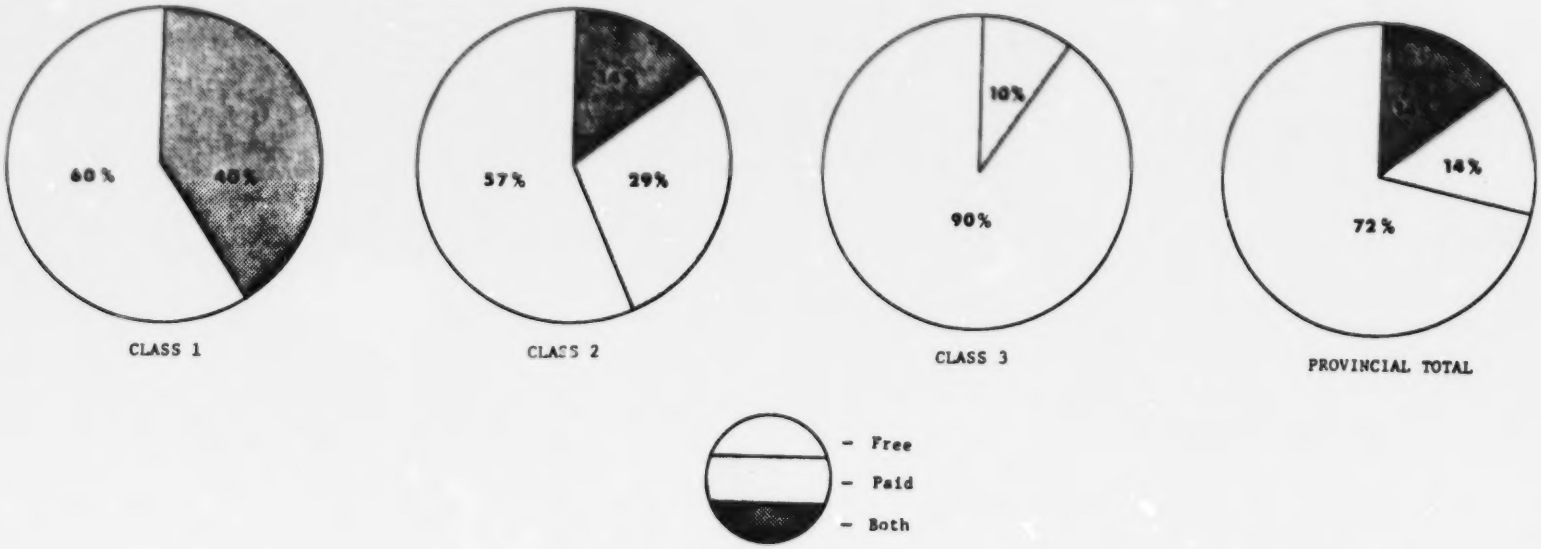
In Class 1, the majority of respondents indicated that their communities have free parking, the remainder have a combination of some free and paid parking. Unlike Classes 2 and 3, there are no Class communities which rely on paid parking.

Similarly in Class 2, the majority of communities have free parking, however, we begin to see a shift towards paid parking. Interestingly enough, there was a very low response to communities with both free and paid parking in their downtowns.

In Class 3, respondents indicated that the majority of parking is free, while one community indicated the majority was paid parking.

In summation, almost three-quarters of all communities surveyed indicated that the biggest portion of their parking is free. One might note a pattern emerging here; the fewer the commercial retail facilities within a community, the more free parking you are likely to find. This is not surprising as most of the Class 3 communities do not necessitate meters or lot charges.

QUESTION 4: IS THE MAJORITY OF YOUR PARKING:



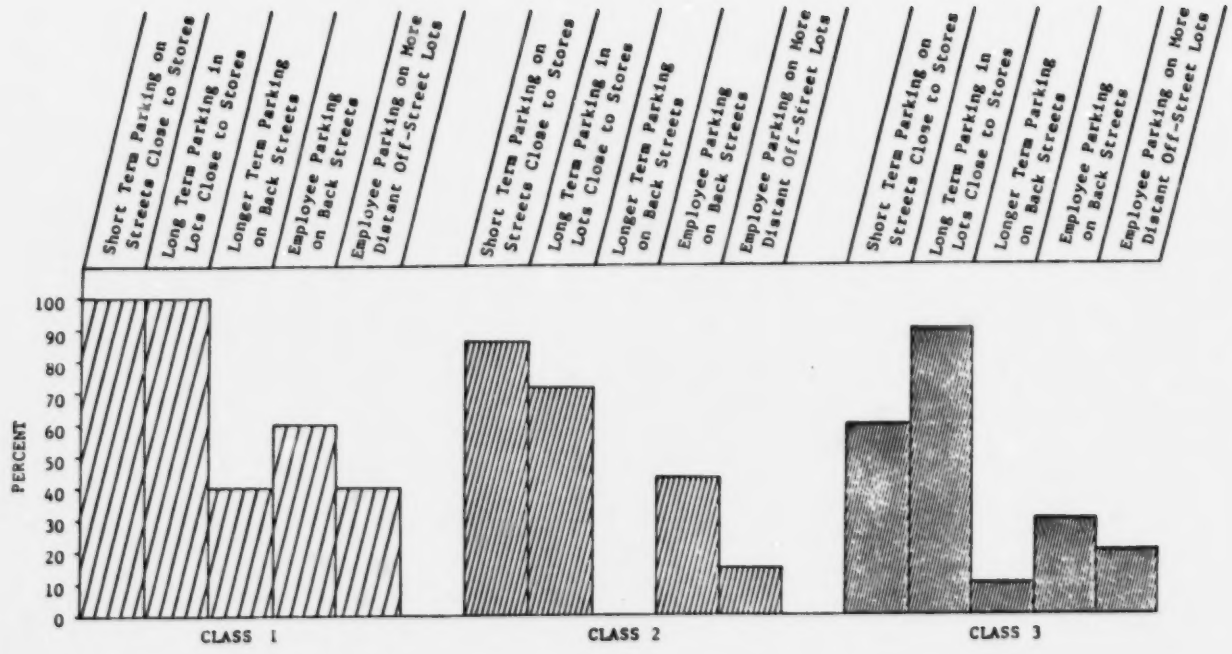
In Class 1, 100% of respondents indicated that parking is broken down into short term parking on streets close to stores and long term parking in lots close to stores. The majority of respondents felt employees utilized back street parking. The remainder of parking is broken down into long term parking on back streets and employee parking on more distant off-street lots.

Similarly in Class 2, a high percentage of respondents indicated short term parking on streets close to stores and long term parking in lots close to stores. Interestingly enough, there was no response to longer term parking on back streets, however, forty-three percent indicated that employees park on back streets. A low percentage indicated employee parking on more distant off-street lots.

The respondents in Class 3 signified much the same results as Classes 1 and 2. Short term parking on streets close to stores and long term parking in lots close to stores was indicated most frequently. Similar to Class 2, few communities exhibited longer term parking on back streets and employee parking on more distant lots.

In summation, parking appears to be broken down into three major categories in all three classes -- short term parking in lots close to stores, long term parking in lots close to stores, and employee parking on back streets. It is worthy of note that all Classes have attempted, to some degree, to have employee parking on back streets. This would indicate that even in the smaller communities, some measures are being taken to keep the downtown core area free for customer parking.

QUESTION 5: IS PARKING BROKEN DOWN INTO:

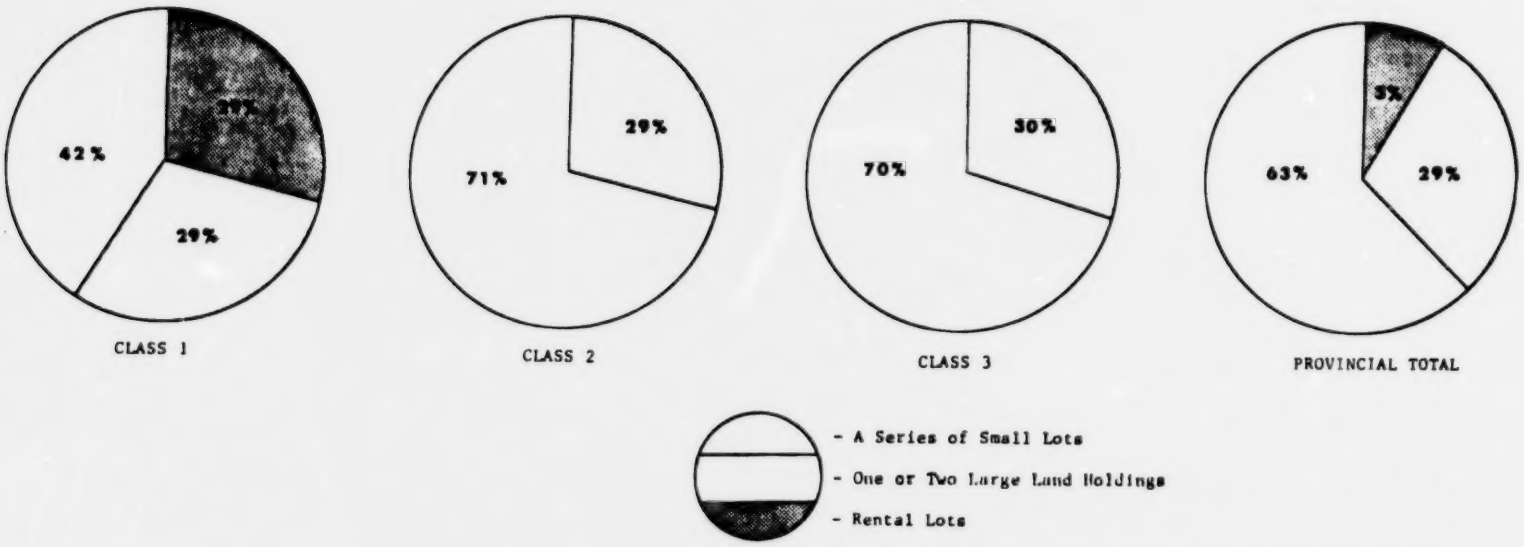

Short Term Parking on Streets Close to Stores
Long Term Parking in Lots Close to Stores
Longer Term Parking on Back Streets
Employee Parking on Back Streets
Employee Parking on More Distant Off-Street Lots
Short Term Parking on Streets Close to Stores
Long Term Parking in Lots Close to Stores
Longer Term Parking on Back Streets
Employee Parking on Back Streets
Employee Parking on More Distant Off-Street Lots
Short Term Parking on Streets Close to Stores
Long Term Parking in Lots Close to Stores
Longer Term Parking on Back Streets
Employee Parking on Back Streets
Employee Parking on More Distant Off-Street Lots
PERCENT
100
90
80
70
60
50
40
30
20
10
0
CLASS 1
CLASS 2
CLASS 3

In Class 1, the majority of communities responded that their privately owned parking is broken down into a series of small lots. The remainder indicated it was evenly split between one or two large land holdings and rental lots.

It is interesting to note that all classes appear to have approximately the same percentage of privately owned parking broken down into one or two large land holdings. In Class 1, we see a shift away from a series of small lots and, in turn, we begin to see paid parking in the form of rental lots. It is not surprising to see rental lots only in Class 1, as these larger communities have more commercial facilities, more customers, thereby better able to support rental lots.

Like Class 1, the majority of Class 2 and Class 3 communities indicated that privately owned parking is composed of a series of small lots. In both Classes, the remaining communities showed privately owned parking consisting of one or two large land holdings, with no rental lots.

QUESTION 6: IS THE PRIVATELY OWNED PARKING:



In Questions 7 and 8, we are trying to determine if 15 minute meters, 1 hour plus, validated parking, policing, or lot charges are an advantage or disadvantage.

The survey data illustrates that in the Class 1 communities, one hour meters appear to be as much of an advantage as a disadvantage. Policing was seen by respondents to be an advantage.

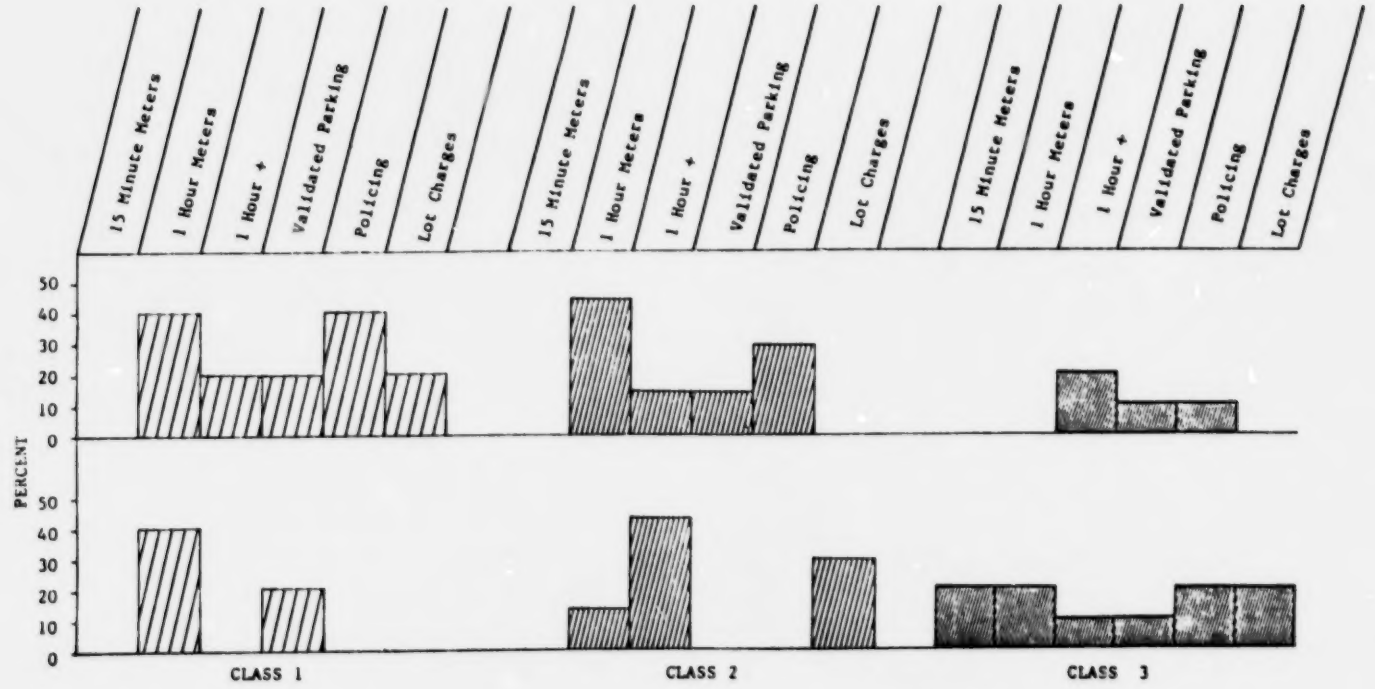
Comparatively in Class 2, policing and 1 hour are again shown as an advantage. On the other hand, a high percentage of respondents regard 1 hour plus meters as a disadvantage. As the communities decrease in size, we can also detect a shift away from lot charges.

Due to the size of Class 3 communities, Questions 7 and 8 do not seem as applicable. It is often the case that these areas do not have meters, validated parking, policing, or lot charges. Here, regulation in general is seen as more of a disadvantage than as an advantage.

When comparing all three Classes, one notes that 15 minute meters do not appear to have any advantage and one hour meters appear to be the preferred method of regulating parking. Policing reported favourably in larger centres also follows a trend; as communities become smaller, there is a definite shift away from it. It also comes out quite clearly that attitudes towards lot charges change in relation to the size of the community. In the larger communities, lot charges appear as an advantage, however, as communities decrease in size, lot charges are seen as a disadvantage.

QUESTION 7: DO ANY OF THE FOLLOWING CREATE FAVOURABLE ADVANTAGES?

QUESTION 8: DO ANY OF THE FOLLOWING CREATE UNFAVOURABLE DISADVANTAGES OR PROBLEMS?



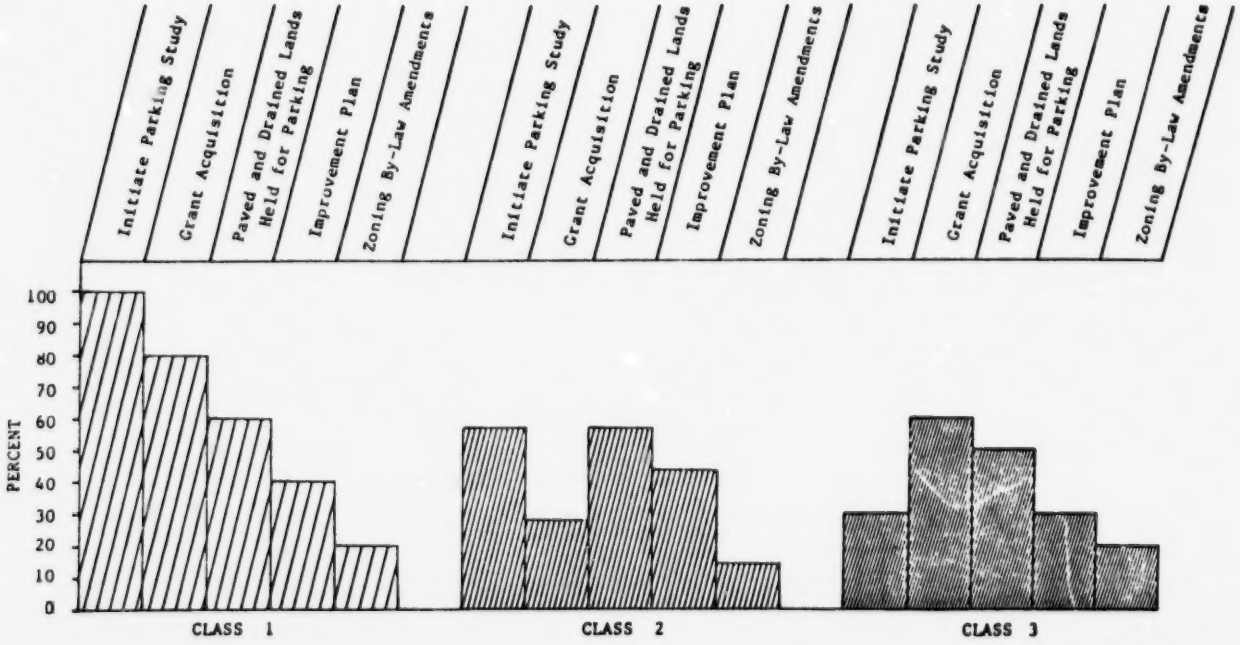
Class 1 communities demonstrated the strongest steps to develop and improve parking. Here all the respondents (100%) initiated a parking study and a high percentage applied for land acquisition grants. A majority of respondents indicated that lands held for parking purposes had been paved and drained. However, less than half of the communities developed an improvement plan. It is not surprising to discover the strongest initiative here, as Class 1 communities are the largest and generate a greater parking demand.

Similarly in Class 2, the majority of respondents indicated that their communities initiated a parking study. Unlike Class 1, we see a marked decrease in the number of communities applying for acquisition grants. As in Class 1, the majority of Class 2 communities paved and drained lands held for parking and less than half developed improvement plans.

In Class 3, we see a change in direction. Here a low percentage of communities initiated a parking study; this is perhaps indicative to the size of the communities. These communities have fewer retail facilities, therefore, require less parking space. As in Class 1 the majority of communities applied for acquisition grants, and similar to Classes 1 and 2, half paved and drained lands held for parking.

In all Classes, a low percentage of respondents felt zoning by-law amendments affected the development or improvement of parking.

QUESTION 9: WHAT HAS YOUR COMMUNITY DONE IN THE LAST FIVE YEARS TO DEVELOP AND IMPROVE PARKING?



In Class 1 communities, the majority of respondents indicated that the responsibility for financing parking is split between the Municipal Unit and the Parking Commission. In Question 11 when respondents were asked "Who should assume responsibility", they identified a different approach. Only 20% of the responses indicated that municipal units should assume responsibility, and 60% felt the merchants should be responsible; which is the exact reversal of the present situation. Presently 60% of the respondents saw the municipal unit with responsibility for financing parking, and 20% indicated the merchants assume responsibility.

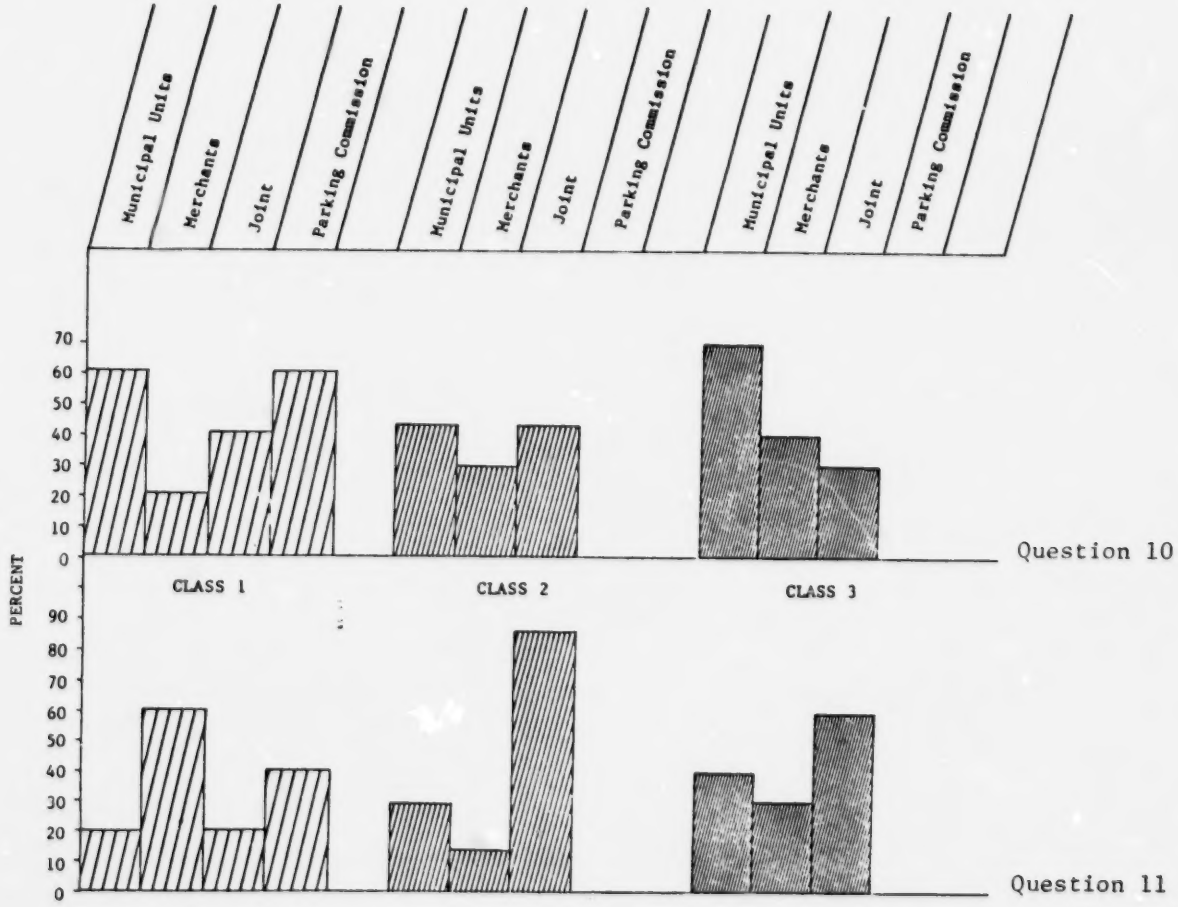
In Class 2, the majority of responsibility for financing parking is shared between the Municipal Units and joint municipal/merchant. However, there is a marked shift in direction when respondents were asked "Who should assume responsibility"; here it comes out quite clearly that a high percent of respondent felt that a joint-municipal/merchant combination would be preferable.

A relatively high percentage of respondents indicated the responsibility for financing parking is assumed by the Municipal Units in Class 3 communities. When asked "Who should assume responsibility for financing parking", the trend towards a joint-municipal/merchant responsibility becomes apparent.

In summary, it would appear that the municipal units assume the major responsibility for financing parking, however, in each Class respondents indicated that the Municipal Units should assume less. An interesting comparison illustrated through the survey data was that the responsibility for financing parking is shared differently in each Class. Another point that comes to light is that each Class seeks some form of change from their present situation.

QUESTION 10: WHO ASSUMES RESPONSIBILITY FOR FINANCING PARKING?

QUESTION 11: WHO SHOULD ASSUME RESPONSIBILITY?



In Class 1 communities, a high percentage of the responsibility for policing parking is assumed by the municipal units. When asked "Who should assume responsibility", a very low percentage felt it should be the municipal units. Here it comes out quite clearly that a shift of responsibility from the municipal units to the parking commissions would be favourable.

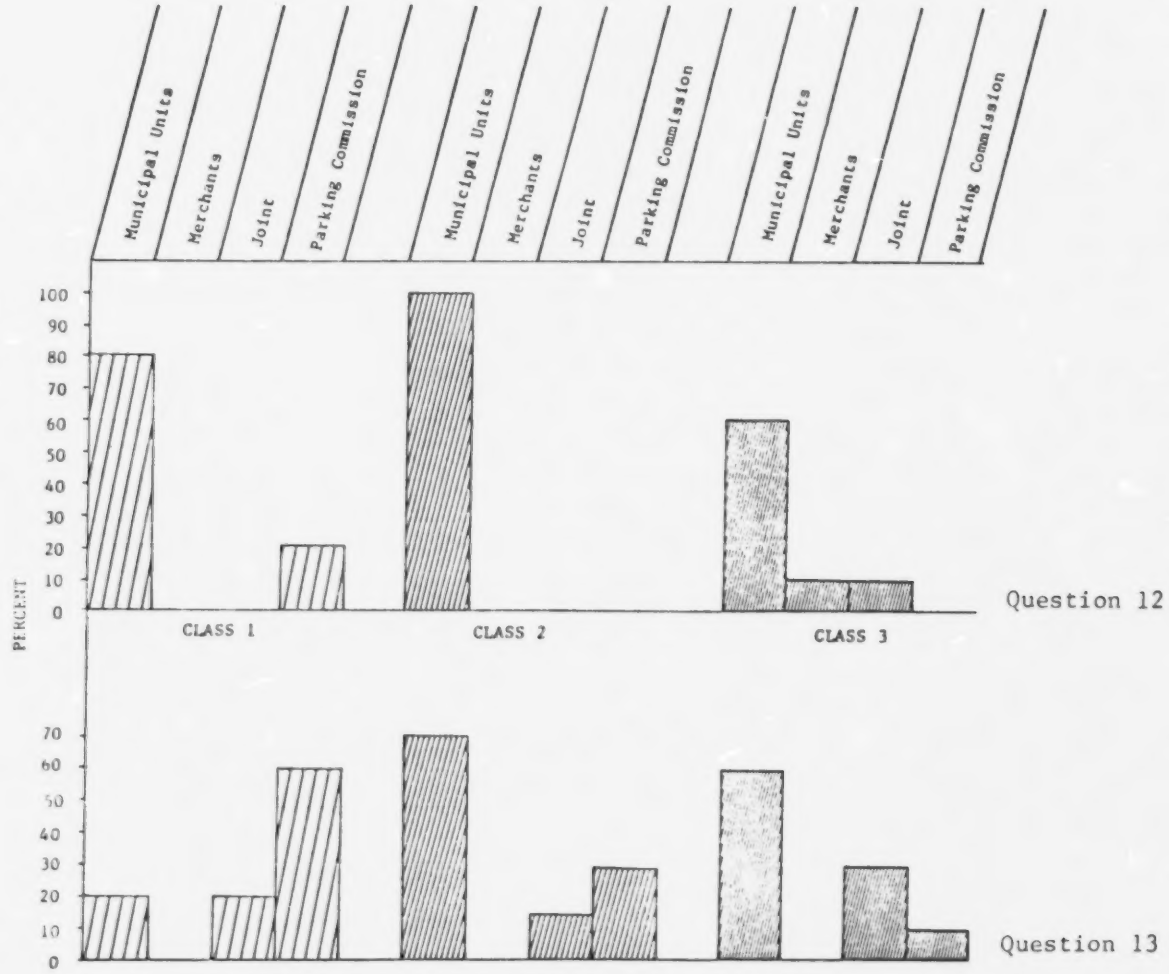
Class 2, a similar but less marked trend is observed. The responsibility for policing parking rests entirely (100%) with the municipal units. The majority of respondents are agreeable to this situation, while a relatively low percentage indicated that the parking commission should assume responsibility.

The respondents from Class 3 demonstrate again that the municipal units are primarily responsible for policing parking, with the majority of respondents feeling that they should maintain responsibility for enforcing parking. The trend towards policing by a Parking Commission is less significant in these smaller communities. An interesting feature of Class 3 communities is that here for the first time we see merchants assuming some responsibility for policing parking. However, when asked "Who should assume responsibility", we see a shift towards a joint-municipal/merchant system as being the most favourable to enforce parking violations.

In summation, a high percentage of the responsibility for policing parking lies with the municipal units in all three Classes. A very low percentage of merchants assume responsibility for policing parking and there was no indication that they should. It is evident, however, that all Classes suggest some form of change from their present situation.

QUESTION 12: WHO ASSUMES RESPONSIBILITY FOR POLICING PARKING?

QUESTION 13: WHO DO YOU FEEL SHOULD ASSUME RESPONSIBILITY FOR POLICING PARKING?



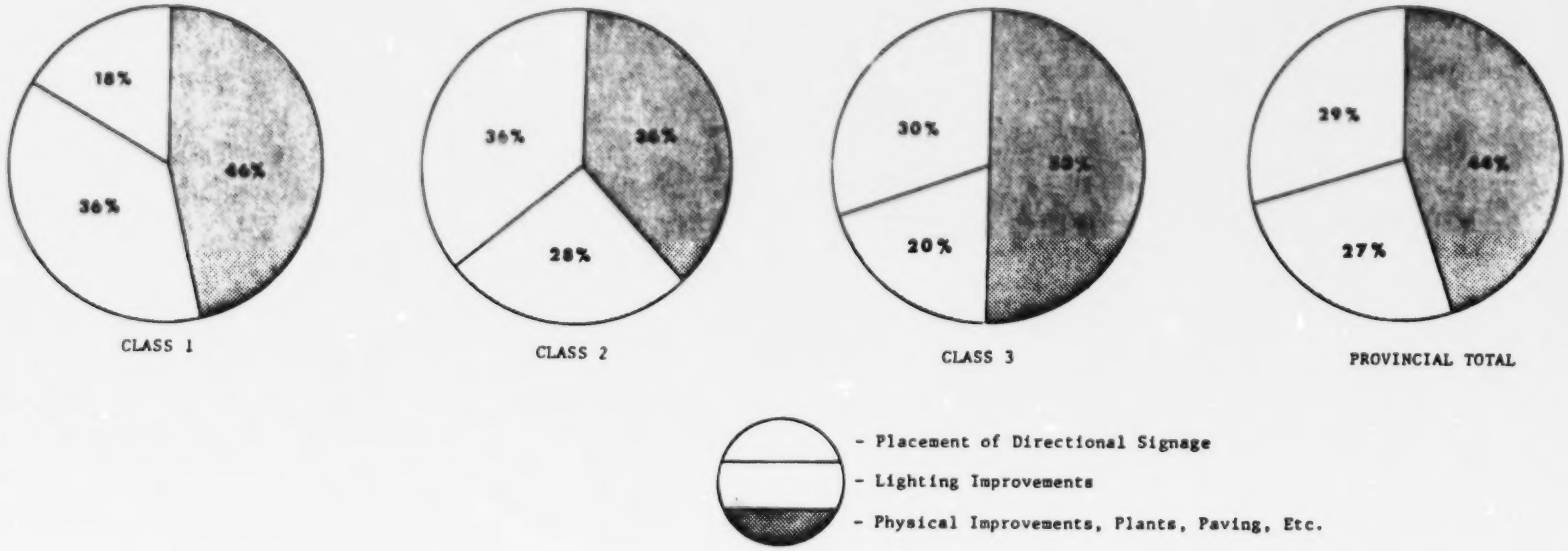
According to previous survey data, responses from Class 1 communities indicate that they find their communities attractive. Therefore, it is not surprising that 100% of Class 1 communities have undergone physical improvements, plants, paving, etc. A high percentage of respondents also indicated that their communities improved lighting facilities. There seems to be some problems with regard to placement of directional signage. In Question 1, when respondents were asked "What are the existing conditions of lots", interestingly enough "requires signage" came up as the major issue. On the other hand, Question 14 illustrates that less than half of the respondents have concentrated improvements in this area.

In Class 2, a high percentage of respondents indicated that placement of directional signage and physical improvements, plants, paving, etc. have taken place in their communities, with a similar percentage responding that lighting improvements have taken place.

Class 3 communities continue to follow the trend, and although improvements have taken place, there still exists a need for further improvements, as demonstrated in Question 1. This is particularly so with regard to signage and physical improvements, plants, paving, etc.

In summation, all Classes have been attempting to make improvements. Respondents of Classes 2 and 3 have stressed that they have made and need many more improvements while Class 1 communities indicate that they are in reasonably good shape. From a provincial standpoint, it is interesting to note that the highest percentage of improvements are of a physical nature, plants, paving, etc.

QUESTION 14: HAVE ANY OF THE FOLLOWING IMPROVEMENTS TAKEN PLACE ON YOUR MAIN STREET OR PARKING LOTS?



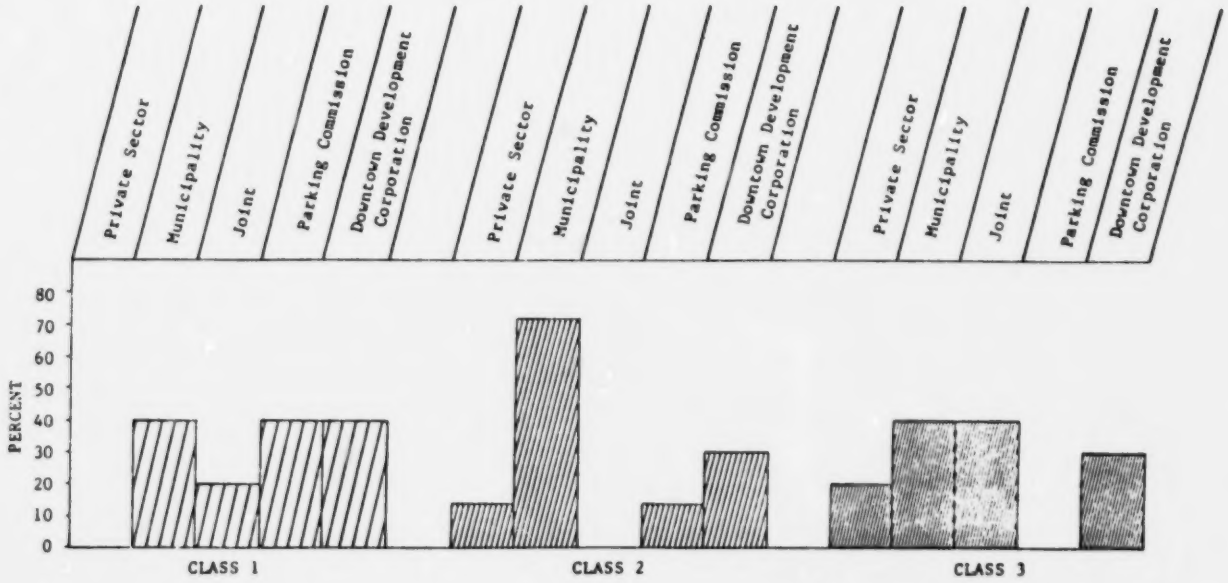
In Class 1, respondents demonstrated that responsibility for improvements has been equally shared among the Municipalities, Parking Commissions, and the Downtown Development Corporations. On the other hand, the private sector was not responsible for any improvements and a very low percentage of respondents indicated joint cooperation. The survey data illustrated that in Class 1 communities, a number of improvements have taken place and respondents have indicated that the majority of their communities are thought to be attractive. Could one assume that the shared responsibility between the various groups is a strong contributing factor?

In Class 2, there is a noted change in responsibility. Unlike Class 1, respondents indicate that the Municipalities are responsible for a high percentage of the improvements.

Similar to Class 1, Class 3 respondents demonstrate that responsibility for improvements has been shared. The Municipality and the Downtown Development Corporations are responsible for a significant percentage of the improvements. However, there also appears to be an indication of joint cooperation.

From a provincial standpoint, it would seem that both the Municipalities and the Downtown Development Corporations are, as would be expected, the main contributing groups responsible for improvements.

QUESTION 15: WHO WAS RESPONSIBLE FOR THE IMPROVEMENTS?

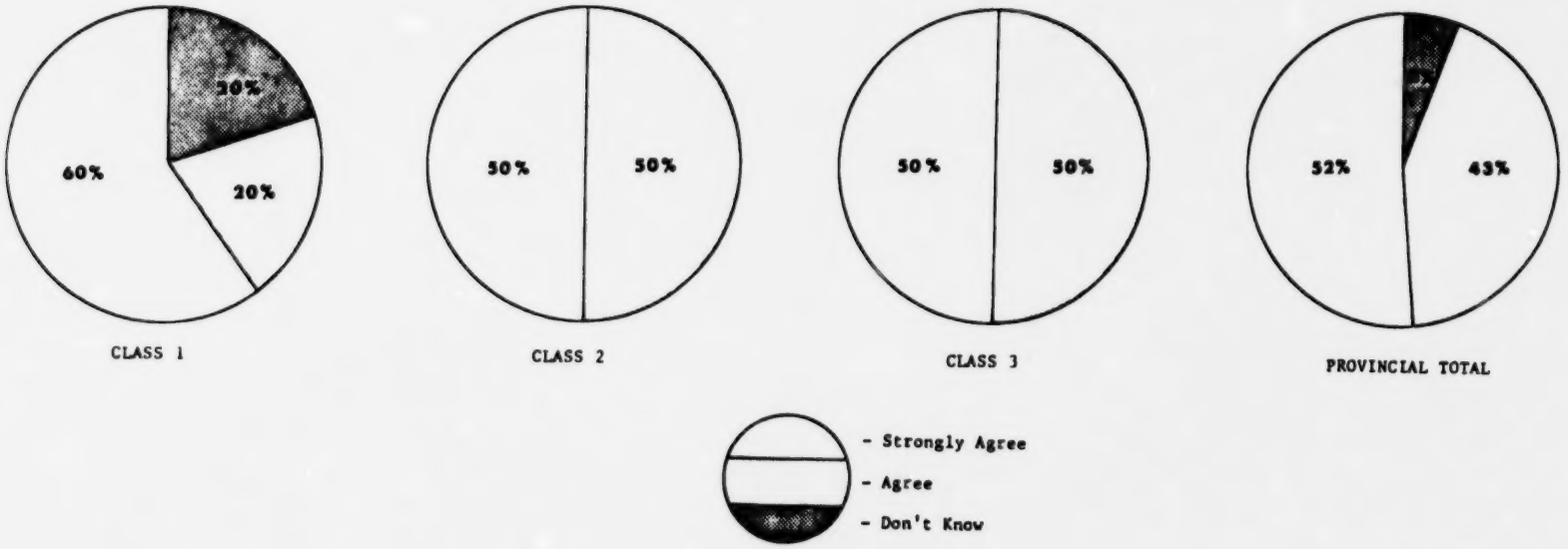


Question 16 is basically self-explanatory. In Class 1, the majority of respondents strongly agree that improvements helped to alleviate the parking situation.

In Classes 2 and 3, half of the respondents indicated that they strongly agree that improvements helped to alleviate the parking situation while the other half agreed.

In summation, the survey data illustrates that 95 percent of respondents indicated that they either strongly agree or agree that improvements helped to alleviate the parking situation.

QUESTION 16: DO YOU FEEL IMPROVEMENTS HELPED TO ALLEVIATE THE PARKING SITUATION?



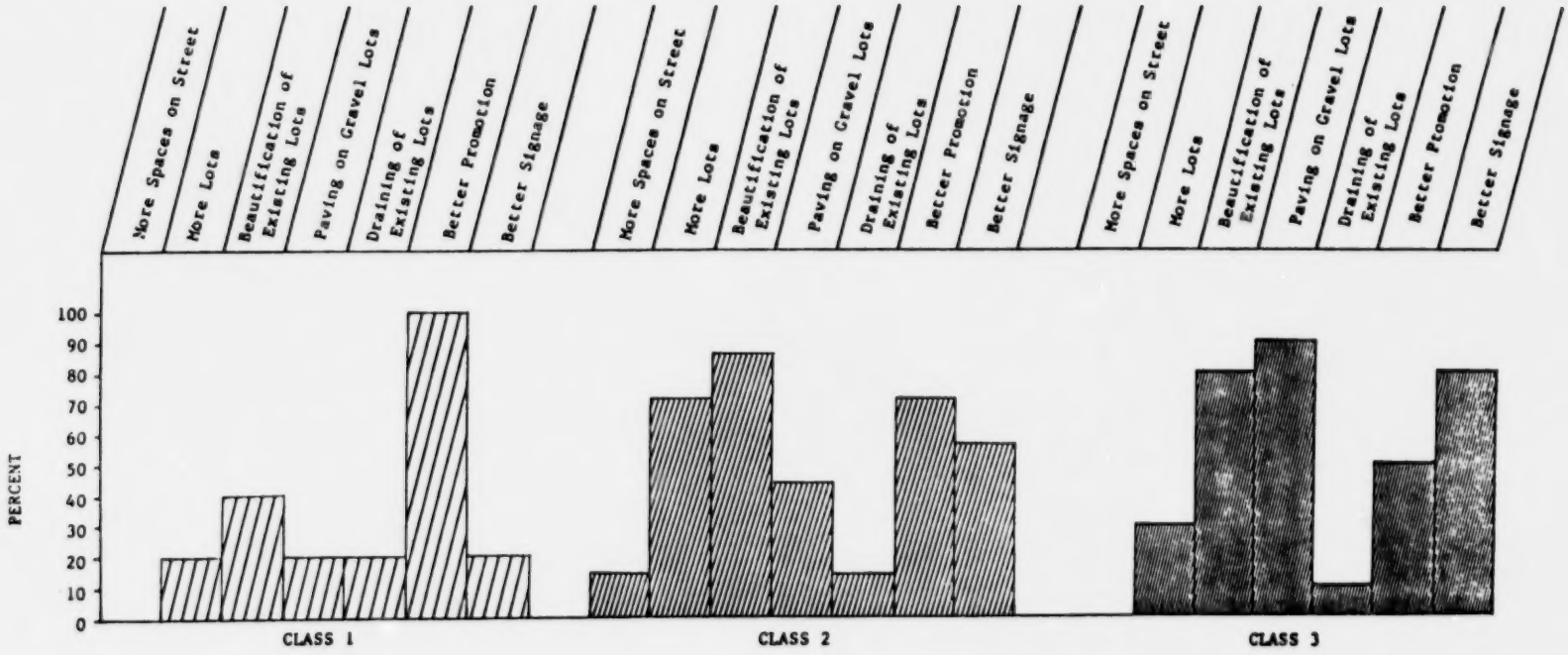
In Class 1, when respondents were asked "What major parking improvements would you recommend", 100% zeroed in on "better promotion" as being a major concern. This is not surprising, as Class 1 respondents have indicated that they find the existing conditions of their parking lots to be adequate.

Unlike Class 1, in Class 2 a number of major recommendations became apparent. A high percentage of respondents recommended the following improvements: more lots, beautification of lots, and better promotion. The majority of respondents also felt signage could be improved. An interesting point to note in Class 2 communities is that a high percentage of respondents indicated a need for more lots. This was further stressed through information received in Question 1, when respondents were asked "What are the existing parking facilities and how many spaces are there". It was demonstrated that only Class 2 communities are depending on vacant lots and back street parking to fill a high percentage of their parking requirements. Therefore, the acquisition of more lots is most justifiable as a recommended major improvement.

Similarly, a high percentage of Class 3 respondents recommended beautification of existing lots, and there is a marked need for paving of gravel lots and better signage. Half of the respondents indicated that better promotion is recommended.

Better promotion appears to be the only major improvement recommended in all Classes. One obvious conclusion that can be drawn from the survey data is the relationship between the size of the community and the recommended improvements. As centers decrease in size, there is an increase in the number of concerns.

QUESTION 17: WHAT MAJOR PARKING IMPROVEMENTS WOULD YOU RECOMMEND?



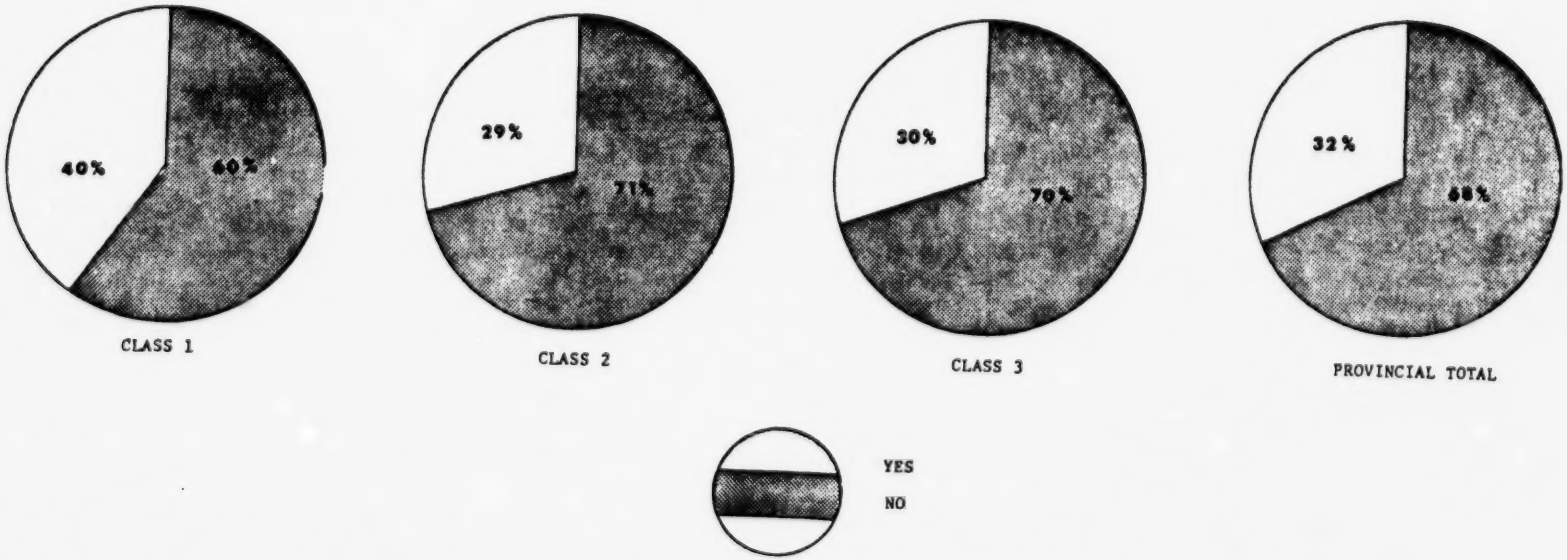
In all Classes, it is clearly demonstrated that the majority of respondents do not advertise, promote or inform individuals to the availability of parking. This response clearly point out one of the key problems: parking facilities are of little use if the consumers do not know that they exist.

Respondents were also asked to elaborate on their reply. The following is a representative sample of the responses:

Yes - Radio and newspaper advertising, no current program. Newsletters to merchants encouraging employees to park off-street.
Yes - The BID Committee is considering the installation of more signs in the parking lot.
No - We have many small lots which need development and promotion.
No - Most people are lazy. They want to park at the store they shop in; if more upgrading was done, the public would use the lots rather than the main street. This would promote parking.

There appears to be a relationship between this Question and Question 1; when asked "What are the existing conditions of lots", "requires signage" was a major issue identified by all Classes. An obvious first step then would be to improve the present signage situation, so that customers will become more aware of the parking facilities that are available to them.

QUESTION 18: ARE THERE ANY ADVERTISING OR PROMOTION PROGRAMS TO ENCOURAGE USE, OR INFORM INDIVIDUALS OF THE AVAILABILITY OF PARKING SPACES?



Both in Class 1 and Class 2 the majority of respondents felt that downtown parking should be free to compete with malls, while 40% felt parking does not have to be free.

In Class 3, the survey data illustrates that there is an even split of feeling; half of the respondents indicated that downtown parking should be free to compete with malls, while the other half felt it unnecessary.

Respondents to this question were also asked to elaborate on their reply. To illustrate the two sides of the question, the following is a representative sample of the responses:

Yes - Any advantage should be taken to bring shoppers downtown.

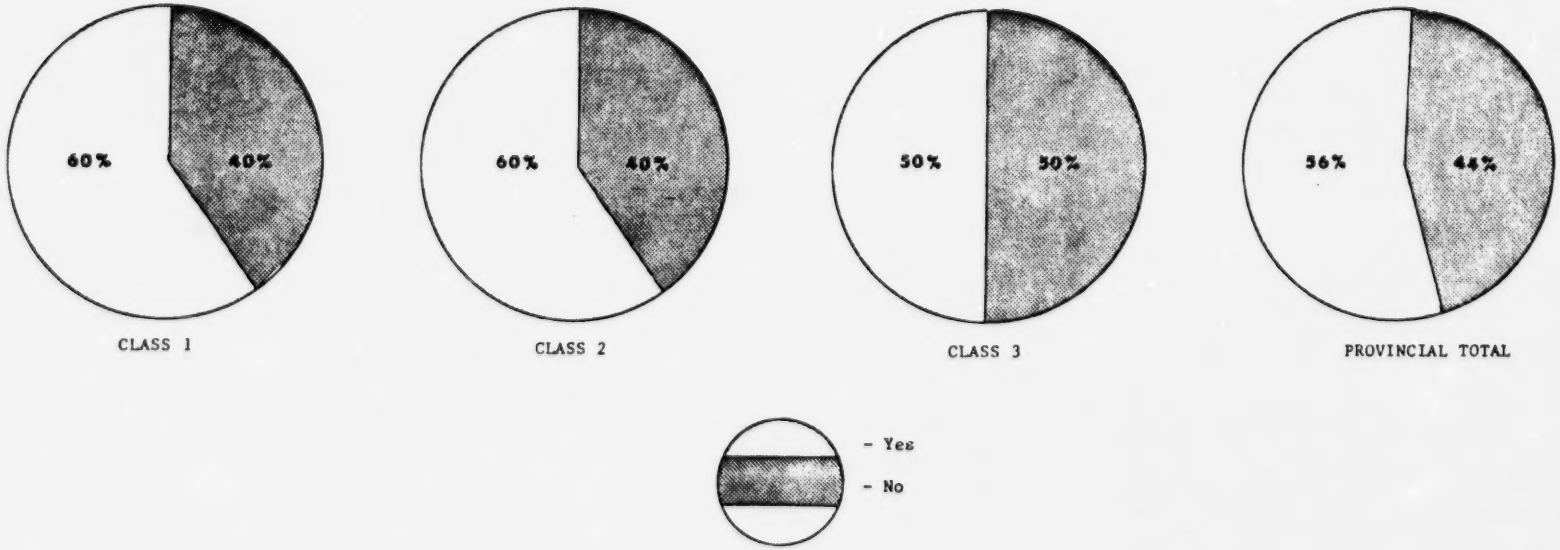
No - The key factor is the types of businesses and services offered in the downtown core and effective promotion of such.

No - Parking meters are inconvenient in some instances; a parking lot using hourly rates better satisfies the needs of most shoppers.

No - Larger lots should be free for long term shoppers but paid parking in convenient spots should not be a deterrant to those who wish to use them.

It is interesting to note that many respondents do not feel that parking has to be free to compete with malls. What we do see from accompanying remarks, is the need for more competitive merchandising.

QUESTION 19: DOES DOWNTOWN PARKING HAVE TO BE FREE TO COMPETE WITH MALLS?



SUMMARY FINDINGS

SUMMARY FINDINGS

LOT CHARACTERISTICS:

Question 1 - What are the existing condition of lots?
- majority of respondents indicated that Class 1 lots were thought to be attractive; Classes 2 and 3, unattractive.
- lack of paving and signage indicated in all classes.
- few responses to lack of space in all Classes.

IMPROVEMENTS:

Question 14 - Have any of the following improvements taken place in your community? (placement of directional signage, lighting improvements, physical improvements)
- high percentage of physical improvements.
- Classes 2 and 3 have made the majority of improvements.
- Class 1 needs more emphasis on signage improvements, while Classes 2 and 3 put more emphasis on need for paving/lighting and paving/signage respectively.

Question 9 - What has your community done in the last five years to develop and improve parking? (initiate parking study, received property acquisition grants from Mainstreet Program for parking lot development, paved and drained lands held for parking purposes, improvement plan, zoning by-law amendments)
- all Classes have been active in developing and improving parking, although there is a lower level of activity as the size of the community decreases.
- few respondents in either Class felt zoning by-law amendments affected the development or improvement of parking.

Question 15 - Who was responsible for improvements? (private sector, municipality, joint, parking commission, downtown development corporation)
- basically municipalities and downtown development corporations.

Question 16 - Do you feel improvements helped to alleviate the parking situation? (strongly agree, agree, don't know, disagree, strongly disagree)
- 95% in agreement.

Question 17 - What major improvements would you recommend? (more space on street, more lots, beautification of existing lots, paving of gravel lots, draining of existing lots, better promotion, better signage)
- better promotion

- as centres decrease in size, there is an increase in the need expressed for improvements.

PARKING SPACES:

Question 3 - What parking facilities exist in your community and how many parking spaces are there? (metered on-street parking, gravel lot parking, non-metered parking lot, metered paved parking lot, on-street parking, validated parking, separate employee parking lot)
- the majority of parking in Class 1 consists of non-metered parking lot.
- the majority in Class 2 consists of on-street and a combination of vacant lots and back streets.
- in Class 3 the majority of parking is in the form of gravel lots.

Question 2 - How many parking spaces are available in your downtown? (less than 100, 100-200, 200-300, 300-400, other)
- Class 1 - 300 - 1,200 spaces per facility 1:4.
- Class 2 - 100 - 1,200 spaces per facility 1:6.
- Class 3 - 100 - 300 spaces per facility 1:4.
- North Sydney, Kentville, Sydney Mines, Bridgetown, Annapolis Royal, Chester demonstrated a lack of space.

Question 5 - Is parking broken down into metered on-street parking, gravel lot parking, non-metered paved parking lot, metered paved parking lot, on-street parking, validated parking, separate employee parking lot?
- basically parking is broken down into three major categories: short term parking on streets close to stores; long term parking in lots close to stores; employee parking on back streets.
- all Classes have attempted to have employee parking on back streets.

Question 6 - Is the privately owned parking a series of small lots, on one or two large land holdings, or rental lots?
- the majority of communities privately owned parking is broken down into a series of small lots.
- very low percentage of rental lots.

Question 18 - Are there any advertising or promotion programs to encourage use, or inform individuals of the availability of parking space? (yes, no, elaborate)
- in all Classes, the majority of respondents indicated that they do not advertise, promote or inform individuals of the availability of parking.
- there is an obvious lack of signage.

ATTITUDES TOWARDS PARKING ADVANTAGES AND DISADVANTAGES:

Question 7 - Do any of the following create favourable parking advantages in your community (15 minute meters, 1 hour meters, 1 hour + meters, validated parking, policing, lot charges, other)? Please comment.
- 15 minute meters do not create an advantage.
- 1 hour meters appear to be the preferred method of regulating parking.

Question 8 - Do any of the following create unfavourable parking disadvantages or problems (15 minute meters, 1 hour meters, 1 hour + meters, validated parking, zoning requirements, policing, lot charges, other)?
- 1 hour meters are seen as a disadvantage in Class 1.
- 1 hour + meters are seen as a disadvantage in Class 2.

RESPONSIBILITY FOR FINANCING AND POLICING PARKING:

Question 10 - Who assumes responsibility for providing (financing) parking (municipal units, merchants, joint, parking commission, other)?
- the majority of responsibility for financing parking is assumed by the municipal units.

Question 11 - Who do you feel should assume responsibility (municipal units, merchants, joint, parking commission, other)?
- Class 1 respondents indicated a shift from municipal units to merchants.
- Classes 2 and 3 demonstrated a shift from municipal units to joint sharing responsibility.

Question 12 - Who assumes responsibility for policing parking (municipal units, merchants, joint, parking commission, other)?
- the majority of responsibility for policing parking is assumed by the municipal units.

Question 13 - Who do you feel should assume responsibility for policing parking (municipal units, merchants, joint, parking commission, other)?
- in Class 1, the majority of respondents felt that the parking commissions should assume responsibility for policing parking.
- the majority of respondents in Classes 2 and 3 felt the municipal units should assume responsibility for policing parking.

ATTITUDES TOWARDS FREE PARKING:

Question 4 - Is the majority of your parking (free, paid, both)?
- Three quarters of respondents indicated

the majority of parking was free.

Question 19 - Does downtown parking have to be free to compete with shopping malls (yes, no, elaborate)?
- although the majority felt that parking should be free to compete with malls, a significant 44% indicated that it did not necessarily have to be free to compete.

PARKING CONSIDERATIONS

POINTS FOR CONSIDERATION

A. DEVELOPING PARKING IN THE DOWNTOWN

1. For centres necessitating future parking structures, they are not necessarily the answer to all problems because they are expensive. Also, they must be carefully located with access to major traffic flow. They should be located at the entrance to the downtown area, because you cannot erect a large facility at one end of the town and expect the other end to survive.

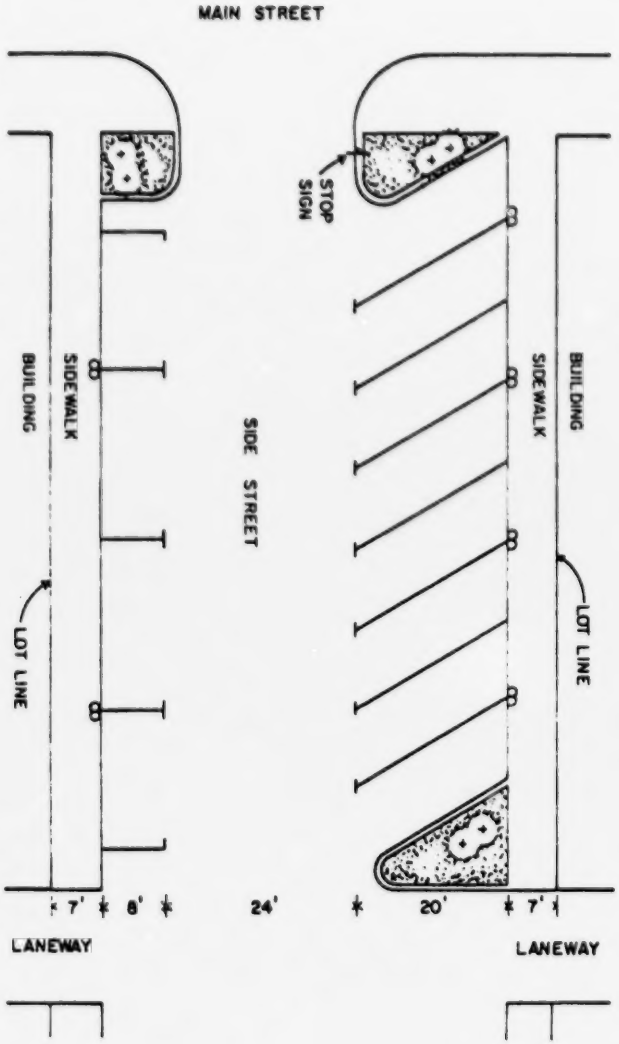
2. Smaller units, strategically placed, can fill the needs of a smaller town better than one large facility.

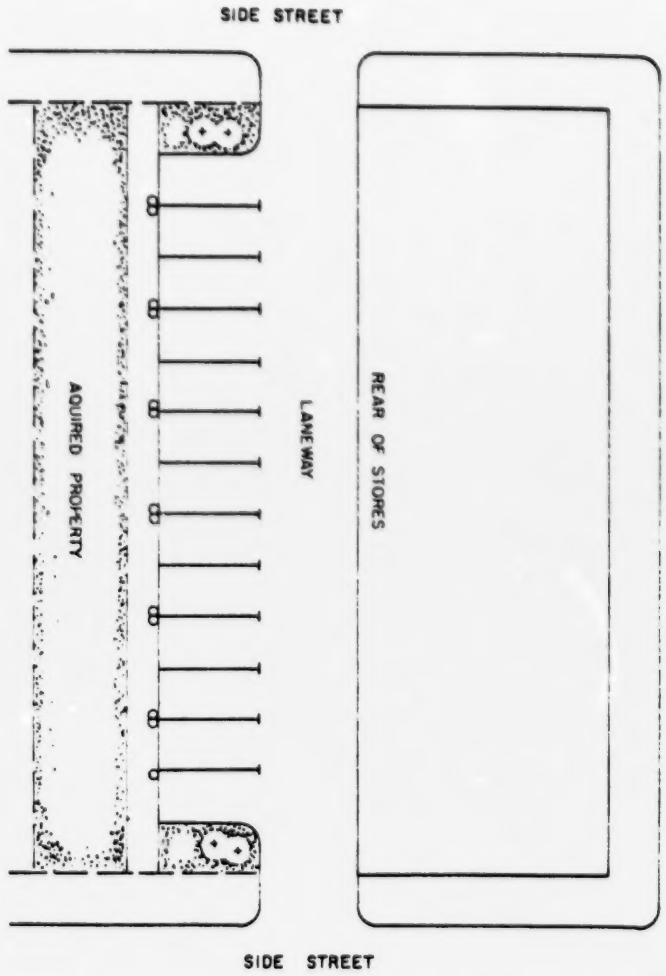
3. On-street parking is convenient and cheap to provide. It can be successfully operated on the fringe of the core area, even on some residential streets. It provides a good source of medium term parking.

4. In towns where main street parking, especially angle parking, is in jeopardy of being removed, plan now for its replacement. There are several effective methods of providing the same facilities which have almost equal convenience. Side streets that intersect with the main street can be developed. A 66-foot road allowance, if developed with sidewalks on both sides, leaves sufficient room to provide angle parking on one side and parallel on the other. These spaces can be controlled by parking meters. Lanes to the rear of the stores can also be created for parking by buying the flanking properties and developing parking using the lane as part of the capsule. Store owners often take advantage of rear parking and often provide direct entrance to their stores. The clean up of unsightly rear lanes also occurs. (Refer to Diagram 1.)

5. Smaller, off-street, metered parking areas can be developed on lands which are city-owned or leased. These lots need not be large because a dozen meters located where the demand is highest will do better than 50 where the walking distance exceeds 700 feet. Meters are easy to maintain; requiring no costly gate equipment or attendant services. The parking areas can be partially landscaped to fit into the many downtown beautification programs. These areas can be developed at minimal cost, minor grading and paving is usually all that is required, plus of course, the cost of the parking meters and they can be reused should the lands be required for other purposes.

DIAGRAM 1


MAIN STREET
STOP SIGN
BUILDING
SIDEWALK
LOT LINE
SIDE STREET
BUILDING
SIDEWALK
LOT LINE
7'
8'
24'
20'
7'
LANEWAY
LANEWAY


SIDE STREET
AQUIRED PROPERTY
LANEWAY
REAR OF STORES
MAIN STREET
SIDE STREET

6. Enforcement of any metered parking area, either on or off-street, is essential. Good turnovers in short term metered parking facilities cannot be achieved without this aid. The enforcement policy should be firm and fair, but should not be so aggressive as to generate resentment from the public. The whole idea is to ensure that short term metered areas fulfill their intended use.

B. TRAFFIC

The movement of traffic in a downtown area must be achieved without stripping parking.

1. The best possible use must be made of the existing pavement.

2. With properly timed signals, provision of separate turning lanes, the prohibition of some movements and the creation of one-way systems, it is possible to increase street capacity and levels of services. Care must be taken that restrictive traffic control practices do not become irksome to the driver because making it difficult to get to a parking spot is almost as bad as not providing it in the first place.

3. Movement of pedestrians with the lease possible delay is of paramount importance. No one likes to stand around in February for long periods waiting for a walk signal. Traffic volumes, although important in signal timing, must be blended with what is happening at the corner. Get out and look at it before a timing change and go back afterwards as well.

C. TRANSIT

1. If the street pattern allows, bring traffic close to the business district but not necessarily into the centre. A transit rider will walk short distances just like the parker.

2. Main streets are slow moving at best. This plays havoc with transit schedules, results in poorer service and increases the need for additional buses on the route. A fast ride from home to the edge of town is no good if it takes longer again to get to the core.

3. Provide good loading and unloading facilities and create bus bays. These are good for traffic movement as well. Passenger comfort in the form of shelters is not a luxury but a necessity.

D. IMPLICATIONS OF THE COMPACT CAR

The advent of compact cars will give

existing centres the opportunity to use their parking areas more efficiently. New centres should plan the design of their parking areas recognizing that by 1990 most automobiles in use nationwide will be compacts.

Recent studies by the United States Department of Transportation indicate that, by 1990, depending on fuel availability and prices, the percent of all automobiles in the United States that are compact could reach a high of 95 percent, with the most likely proportion being somewhere between 70 and 80 percent.

When compact cars become predominant, a parking lot can be restriped to achieve a 15 to 30 percent increase in spaces for a given area. Thus, existing parking designed with full-size spaces can increase the number of vehicles accommodated in the same physical area or where appropriate, can reduce the total area devoted to parking.

Centres can accommodate compacts in several ways:

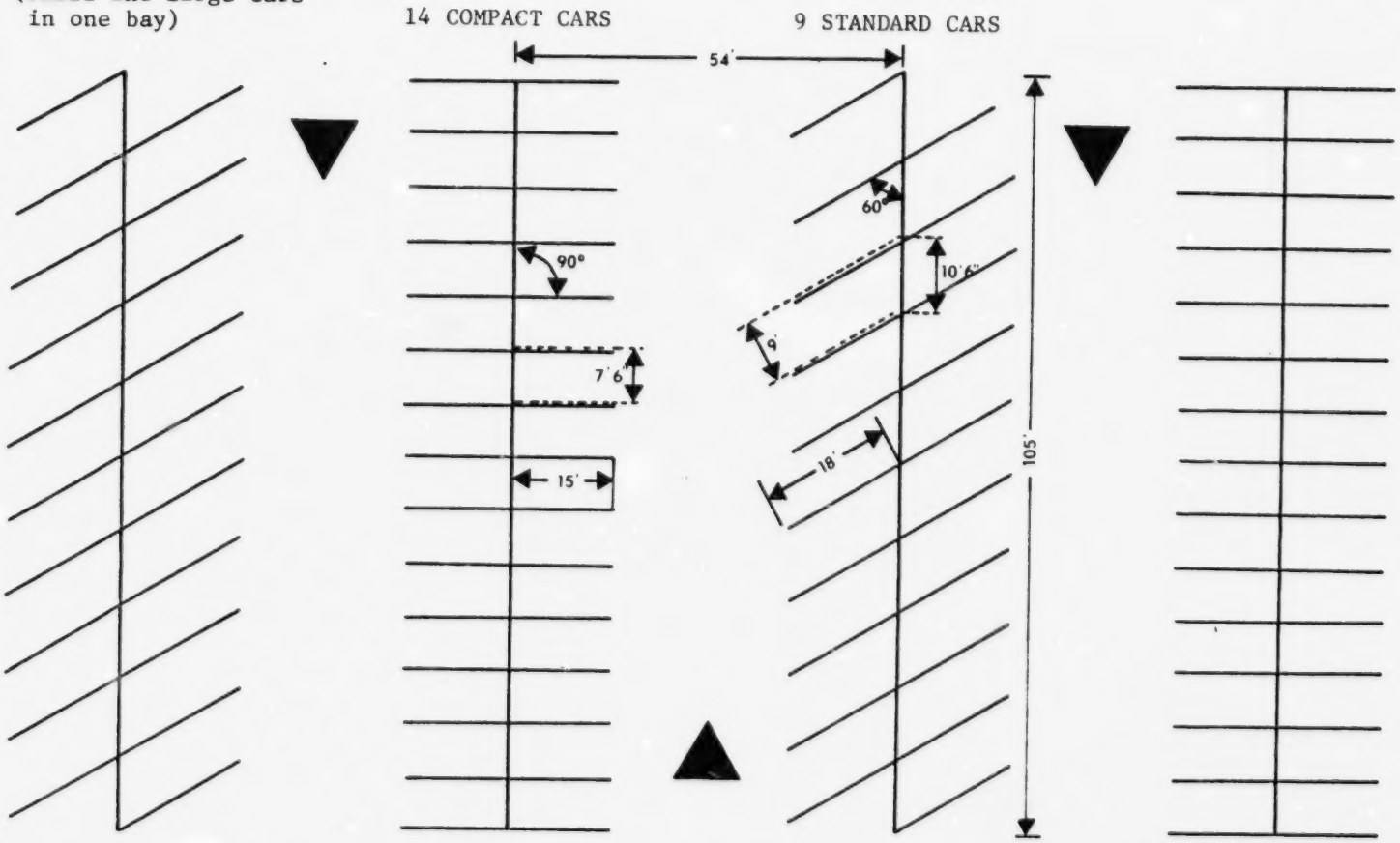
1. By providing separate parking bays designed for small vehicles. Many centres currently allocate 20 percent or fewer spaces for small vehicles. This proportion is likely to increase in the future. For compact cars, parking bay widths of 54 feet are suggested. These widths will accommodate compacts parked at 90 degrees on both sides of the aisles, with stalls 15 to 17 feet in length and 7.5 to 8 feet in width. This system can always be used in new centres and, depending on conditions, might also be adapted to existing centres. Using this bay width in the design of a centre will allow the present accommodation of full-size cars angle parked and therefore a gradual transition to compact car space over time without parking lot redesign.

2. By cross-aisle separation of full-size and compact cars to facilitate compacts parked perpendicularly on one side and full-size vehicles parked at an angle on the other side, using the Drachman System of parking or comparable methods. The 54-foot bay width is also used in this system. (See Diagram 2.)

3. In existing centres, by generally reducing stall widths to 8.5 feet, recognizing that with the growing proportion of small vehicles, it is increasingly less likely that two large vehicles will park adjacent to one another; thus, space for opening doors (which governs the required distance between adjacently parked vehicles) and stall width can be reduced.

DIAGRAM 2

DRACHMAN SYSTEM OF PARKING
(Small and large cars
in one bay)



Basic Concept

The Drachman System uses 90-degree angle spaces for small cars in the same bay in which 45- ot 60-degree angle spaces are provided for large cars. This self-enforcing plan uses standard space stalls 8.5 or 9.0 feet by 18 feet, while compact spaces are 7.5 feet wide by 15 feet long within a bay width of 54 feet.

Comparison of Drachman System to Standard System

Drachman System	
Standard Spaces	9
Compact Spaces	14
Total	23
Standard System	
Total Standard Spaces	18
Increase in Spaces Drachman over Standard	5
Percentage Increase	28%

Rearranging a surface parking area to accommodate compact vehicles can dramatically improve capacity, resulting in additional spaces in the same area or the same number of spaces in less area to serve the same demand. Surface parking facilities, used by most shopping centres, are easier to redesign in order to serve compact vehicles than are parking structures in which physical conditions such as columns and ramps may restrain the conversion.

APPENDIX A

PARKING SURVEY QUESTIONNAIRE '82

1. What are existing conditions of lots?(P - paved lots; G - gravel lots)

	P / G
(a) requires paving	_____
(b) requires lighting	_____
(c) requires signage	_____
(d) requires meters	_____
(e) insufficient amount of space	_____
(f) too much parking space	_____
(g) attractive	_____
(h) unattractive	_____
(i) other	_____

2. How many parking spaces are available in your downtown (be specific if possible)?

(a) less than 100	_____
(b) 100 to 200	_____
(c) 200 to 300	_____
(d) 300 to 400	_____
(e) other	_____

3. What parking facilities exist in your community and how many parking spaces are there (specify if number is an estimate or count)?

(a) metered on-street parking	_____
(b) gravel lot parking	_____
(c) non-metered paved parking lot	_____
(d) metered paved parking lot	_____
(e) on-street parking	_____
(f) validated parking	_____
(g) separate employee parking lot	_____
(h) Other (state)	_____

4. Is the majority of shopper's parking:

(a) free
(b) paid
(c) both
(d) other

5. Is parking broken down into:

(a) short term shopper parking on the street close to the stores
(b) longer term shopper parking in lots close to the stores
(c) longer term shopper parking on back streets
(d) employee parking on back streets
(e) employee parking on more distant off-street lots

6. Is the privately owned parking:

(a) a series of small lots
(b) on one or two large land holdings
(c) rental lots

7. Do any of the following create favourable parking advantages in your community? Please comment.

(a) 15 minute meters
(b) 1 hour meters
(c) 1 hour + meters
(d) validated parking
(e) policing
(f) lot charges
(g) other

Comments:

8. Do any of the following create unfavourable parking disadvantages or problems? Please comment.

(a) 15 minute meters
(b) 1 hour meters
(c) 1 hour + meters
(d) validated parking
(e) zoning requirements
(f) policing
(g) lot charges
(h) other

Comments:

9. What has your community done in the last five years to develop and improve downtown parking facilities?

(a) initiate parking study
(b) received property acquisition grants from Mainstreet Program for parking lot development
(c) paved and drained lands held for parking putposes
(d) improvement plan
(e) zoning by-law amendments
(f) other

Comments:

10. Who assumes responsibility for providing (financing) parking?

(a) municipal units
(b) merchants
(c) joint
(d) parking commission
(e) other

11. Who do you feel should assume responsibility?

(a) municipal units
(b) merchants
(c) joint
(d) parking commission
(e) other

12. Who assumes responsibility for policing parking?

(a) municipal units
(b) merchants
(c) joint
(d) parking commission
(e) other

13. Who do you feel should assume responsibility for policing (enforcing) parking?

(a) municipal units
(b) merchants
(c) joint
(d) parking commission
(e) other

14. Have any of the following improvements taken place on your main street or parking lots?(S - main street; L - parking lot)

	S / L
(a) placement of directional signage	_____
(b) lighting improvements	_____
(c) physical improvements, plants, paving, etc.	_____
(d) other	_____

15. Who was responsible for the improvements?

(a) private sector
(b) municipality
(c) joint
(d) parking commission
(e) downtown development corporation
(f) other

16. Do you feel improvements helped to alleviate the parking situation?

(a) strongly agree
(b) agree
(c) don't know
(d) disagree
(e) strongly disagree

17. What major parking improvements would you recommend?

(a) more spaces on street
(b) more lots
(c) beautification of existing lots
(d) paving of gravel lots
(e) draining of existing lots
(f) better promotion
(g) better signage

Comments:

18. Are there any advertising or promotion programs to encourage use, or inform individuals of the availability of parking space?

(a) Yes
(b) No

Elaborate on answer:

19. Does downtown parking have to be free to compete with shopping malls?

(a) Yes
(b) No

Elaborate on why you feel this way:

APPENDIX B

APPENDIX B

SUMMARY OF RESPONSES FROM COMMUNITIES

QUESTION 1: What are existing conditions of lots?

	Requires Paving	Lighting	Signage	Meters	Lack of Space	Too Much Space	Attractive	Unattractive	Total
CLASS 1									
Truro			X		X			X	3
New Glasgow			X				X		2
Yarmouth	X	X	X						3
Kentville							X		1
North Sydney	X						X		2
Total	2	1	3		1		3	1	
% of Total	40%	20%	60%		20%		60%	20%	
CLASS 2									
Antigonish	X							X	2
Windsor									
Bridgewater							X		1
New Waterford	X	X	X		X			X	5
Sydney Mines	X	X			X		X		4
Pictou	X	X	X					X	4
Liverpool		X	X					X	3
Total	4	4	3		2		2	4	
% of Total	57%	57%	43%		29%		29%	57%	
CLASS 3									
Springhill	X								1
Mahone Bay	X						X		2
Chester	X	X	X		X			X	5
Westville									
Kingston	X		X		X		X	X	5
Parrsboro			X					X	2
Annapolis Royal	X	X	X				X	X	5
Bridgetown	X		X				X		3
Tatamagouche			X						1
Canso								X	1
Total	6	2	6		2		4	5	
% of Total	60%	20%	60%		20%		40%	50%	

QUESTION 2: How many spaces are available?

	Less Than 100	100 - 200	200 - 300	300 - 400	400 - 500	500 - 600	600 - 800	800 - 1,000	1,000 - 1,200 +
CLASS 1									
Truro									X
New Glasgow									
Yarmouth								X	
Kentville				X					
North Sydney				X					
Total				2				1	1
% of Total				40%				20%	20%
CLASS 2									
Antigonish							X		
Windsor									X
Bridgewater					X				
New Waterford						X			
Sydney Mines	X								
Pictou				X					
Liverpool						X			
Total	1			1	1	2	1		1
% of Total	14%			14%	14%	29%	14%		14%
CLASS 3									
Springhill			X						
Mahone Bay									
Chester	X								
Westville									
Kingston			X						
Parrsboro			X						
Annapolis Royal		X							
Bridgetown		X							
Tatamagouche									
Canso		X							
Total	1	3	3						
% of Total	10%	30%	30%						

QUESTION 3: What are the existing facilities and how many spaces are there?

	Metered On-Street Parking	Gravel Lot Parking	Non-Metered Parking Lot	Metered Parking Lot	On-Street Parking	Validated Parking	Separate Employee Parking Lot	Other	Total	Percentage
CLASS 1										
Truro	156 12%	0	683 54%	320 25%	0	0	100 8%		1,259	37%
New Glasgow	85 21%	0	0	0	0	120 30%	200 49%		405	12%
Yarmouth	267 31%	150 17%	330 38%	0	100 12%	0	20 2%		867	26%
Kentville	0	0	310 49%	65 10%	150 24%	110	0 17%		635	19%
North Sydney	95 39%	10 11%	111 40%	0	0	0	0		233	7%
Total	603	160	1,434	385	250	230	320		3,399	
% of Total	18%	5%	42%	11%	7%	7%	9%			
CLASS 2										
Antigonish	176 19%	75 8%	0	300 33%	176 19%	0	0	185 20%	912	25%
Windsor	0	0	0	0	562 49%	0	0	583 51%	1,145	32%
Bridgewater	95 22%	20 5%	15 4%	150 35%	0	138 32%	8 2%		426	12%
New Waterford										
Sydney Mines	100 54%	40 22%	20 11%	0	25 14%	0	0	0	185	5%
Pictou	108 27%	125 31%	120 30%	0	50 12%	0	0	0	403	11%
Liverpool	61 11%	60 11%	315 57%	0	0	0	53 10%	60 11%	549	15%
Total	540	320	470	450	813	138	61	828	3,620	
% of Total	15%	9%	13%	12%	22%	4%	2%	23%		
CLASS 3										
Springhill	0	58 21%	42 15%	0	72 26%	0	0		272	11%
Mahone Bay	0	300 50%	50 8%	0	175 29%	50 8%	20 3%		595	24%
Chester	0	35 80%	9 20%	0	7	0	0		44	2%
Westville										
Kingston	0	60 27%	105 47%	0	60 27%	0	0		225	29%
Parrsboro	0	255 36%	25 4%	0	75 11%	355 50%	0		710	20%
Annapolis Royal	0	12 8%	72 45%	0	63 40%	0	12 8%		159	6%
Bridgetown	0	36 24%	45 30%	0	50 33%	0	20 13%		151	6%
Tatamagouche	0	100 43%	0	0	100 43%	0	30 13%		230	9%
Canso									140	6%
Total	0	856	348	0	595	405	92		2,526	
% of Total		37%	15%		26%	18%	4%			

QUESTION 4: Is the majority of parking:

	Free	Paid	Both	Other
CLASS 1				
Truro			X	
New Glasgow			X	
Yarmouth	X			
Kentville	X			
North Sydney	X			
Total	3		2	
% of Total	60%		40%	
CLASS 2				
Antigonish		X		
Windsor	X			
Bridgewater		X		
New Waterford	X			
Sydney Mines			X	
Pictou	X			
Liverpool	X			
Total	4	2	1	
% of Total	57%	29%	14%	
CLASS 3				
Springhill	X			
Mahone Bay	X			
Chester	X			
Westville	X			
Kingston	X			
Parrsboro	X			
Annapolis Royal	X			
Bridgetown		X		
Tatamagouche	X			
Canso	X			
Total	9	1		
% of Total	90%	10%		

QUESTION 5: Is parking broken down into:

	Short Term Parking On Streets Close to Stores	Long Term Parking In Lots Close to Stores	Longer Term Parking on Back Streets	Employee Parking on Back Streets	Employee Parking on More Distant Off-Street Lots
CLASS 1					
Truro	X	X	X	X	
New Glasgow	X	X		X	X
Yarmouth	X	X			
Kentville	X	X			X
North Sydney	X	X	X	X	
Total	5	5	2	3	2
% of Total	100%	100%	40%	60%	40%
CLASS 2					
Antigonish	X	X			
Windsor	X			X	
Bridgewater	X	X			
New Waterford					
Sydney Mines	X	X			
Pictou	X	X		X	
Liverpool	X	X		X	X
Total	6	5		3	1
% of Total	86%	71%		43%	14%
CLASS 3					
Springhill	X	X			X
Mahone Bay	X	X		X	
Chester	X	X	X		
Westville					
Kingston		X			
Parrsboro	X	X			
Annapolis Royal	X	X			
Bridgetown	X	X		X	X
Tatamagouche		X		X	
Canso		X			
Total	6	9	1	3	2
% of Total	60%	90%	10%	30%	20%

QUESTION 6: Is the privately owned parking:

	A Series of Small Lots	One or Two Large Land Holdings	Rental Lots
CLASS 1			
Truro	X	X	X
New Glasgow	X		
Yarmouth	X		
Kentville			X
North Sydney		X	
Total	3	2	2
% of Total	43%	29%	29%
CLASS 2			
Antigonish	X		
Windsor	X		
Bridgewater		X	
New Waterford	X		
Sydney Mines	X		
Pictou	X		
Liverpool		X	
Total	5	2	
% of Total	71%	29%	
CLASS 3			
Springhill	X		
Mahone Bay	X		
Chester	X		
Westville	X		
Kingston	X	X	
Parrsboro	X		
Annapolis Royal		X	
Bridgetown		X	
Tatamagouche		N/A	
Canso	X		
Total	7	3	
% of Total	70%	30%	

QUESTION 7: Do any of the following create favourable advantages?

	15 Minute Meters	1 Hour Meters	1 Hour +	Validated Parking	Policing	Lot Charges	Other
CLASS 1							
Truro		X	X		X		
New Glasgow			N / A				
Yarmouth						X	
Kentville				X			
North Sydney		X			X		
Total		2	1	1	2	1	
% of Total		40%	20%	20%	40%	20%	
CLASS 2							
Antigonish					X		X
Windsor			X				
Bridgewater				X			
New Waterford							
Sydney Mines		X					
Pictou		X			X		
Liverpool		X					X
Total		3	1	1	2		
% of Total		43%	14%	14%	29%		
CLASS 3							
Springhill							X
Mahone Bay							
Chester							
Westville							X
Kingston			N / A				
Parrsboro				X			
Annapolis Royal			X				X
Bridgetown			X		X		
Tatamagouche			N / A				
Canso							X
Total			2	1	1		
% of Total			20%	10%	10%		

QUESTION 8: Do any of the following create unfavourable disadvantages or problems?

	15 Minute Meters	1 Hour Meters	1 Hour +	Validated Parking	Zoning Requirements	Policing	Lot Charges	Other
CLASS 1								
Truro					X			
New Glasgow		X						X
Yarmouth		X						
Kentville				X				
North Sydney								X
Total		2		1	1			
% of Total		40%		20%	20%			
CLASS 2								
Antigonish					N / A			
Windsor					X			
Bridgewater					X		X	
New Waterford		X						X
Sydney Mines		X						
Pictou		X			X			
Liverpool	X						X	
Total	1	3			3		2	
% of Total	14%	43%			43%		29%	
CLASS 3								
Springhill								X
Mahone Bay	X	X	X	X	X	X	X	
Chester					N / A			
Westville								X
Kingston						X		X
Parrsboro					N / A			
Annapolis Royal					N / A			
Bridgetown	X	X					X	X
Tatamagouche					N / A			
Canso								X
Total	2	2	1	1	1	2	2	
% of Total	20%	20%	10%	10%	10%	20%	20%	

QUESTION 9: What has your community done in the last five years to develop and improve parking?

	Initiate Parking Study	Grant Acquisition	Paved & Drained Lands Held for Parking	Improvement Plan	Zoning By-Law Amendments	Other
CLASS 1						
Truro	X	X	X	X	X	
New Glasgow	X	X			X	
Yarmouth	X	X				
Kentville	X	X	X			
North Sydney	X		X	X		
Total	5	4	3	2	1	
% of Total	100%	80%	60%	40%	20%	
CLASS 2						
Antigonish	X	X		X		
Windsor	X					
Bridgewater	X		X	X		
New Waterford			X	X		
Sydney Mines		X	X			
Pictou	X		X			
Liverpool					X	X
Total	4	2	4	3	1	
% of Total	57%	29%	57%	43%	14%	
CLASS 3						
Springhill				X		X
Mahone Bay	X		X	X	X	
Chester						
Westville		X	X			X
Kingston	X	X	X			
Parrsboro				X		
Annapolis Royal	X	X	X		X	
Bridgetown		X	X			
Tatamagouche		X				
Canso		X				X
Total	3	6	5	3	2	
% of Total	30%	60%	50%	30%	20%	

QUESTION 10: Who assumes responsibility for financing parking?

	Municipal Units	Merchants	Joint	Parking Commission	Other
CLASS 1					
Truro			X	X	
New Glasgow				X	
Yarmouth	X			X	X
Kentville	X		X		
North Sydney	X	X			
Total	3	1	2	3	
% of Total	60%	20%	40%	60%	
CLASS 2					
Antigonish	X	X			
Windsor		X			
Bridgewater			X		
New Waterford	X				
Sydney Mines			X		
Pictou	X				
Liverpool			X		
Total	3	2	3		
% of Total	43%	29%	43%		
CLASS 3					
Springhill	X	X			X
Mahone Bay	X				X
Chester	X				
Westville			N / A		
Kingston	X	X	X		
Parrsboro	X				
Annapolis Royal	X				
Bridgetown			X		
Tatamagouche	X	X	X		
Canso		X			
Total	7	4	3		
% of Total	70%	40%	30%		

QUESTION 11: Who should assume responsibility?

CLASS 1	Municipal Units	Merchants	Joint	Parking Commission	Other
Truro		X		X	
New Glasgow				X	
Yarmouth		X			
Kentville			X		
North Sydney	X	X			
Total	1	3	1	2	
% of Total	20%	60%	20%	40%	

CLASS 2					
Antigonish	X				
Windsor			X		
Bridgewater			X		
New Waterford			X		
Sydney Mines			X		
Pictou	X	X	X		
Liverpool			X		
Total	2	1	6		
% of Total	29%	14%	86%		

CLASS 3					
Springhill	X	X	X		
Mahone Bay	X				
Chester			X		
Westville					
Kingston			X		
Parrsboro	X				
Annapolis Royal			X		
Bridgetown			X		
Tatamagouche	X	X	X		
Canso		X			
Total	4	3	6		
% of Total	40%	30%	60%		

QUESTION 12: Who assumes responsibility for policing parking?

CLASS 1	Municipal Units	Merchants	Joint	Parking Commission	Other
Truro	X				
New Glasgow	X				
Yarmouth				X	X
Kentville	X				
North Sydney	X				
Total	4			1	
% of Total	80%			20%	

CLASS 2														
Antigonish	X													
Windsor	X													
Bridgewater	X													
New Waterford	X													
Sydney Mines	X													
Pictou	X													
Liverpool	X													
Total	7													
% of Total	100%													

CLASS 3														
Springhill	X													
Mahone Bay	X													
Chester	X	X												
Westville	X													
Kingston					X									
Parrsboro	X													
Annapolis Royal					X									
Bridgetown	X													
Tatamagouche			N / A											
Canso			X											
Total	6	1	1											
% of Total	60%	10%	10%											

QUESTION 13: Who do you feel should assume responsible for enforcing parking?

CLASS 1

	Municipal Units	Merchants	Joint	Parking Commission	Other
Truro				X	
New Glasgow				X	
Yarmouth				X	
Kentville	X				
North Sydney			X		
Total	1		1	3	
% of Total	20%		20%	60%	

CLASS 2

Antigonish				X	
Windsor	X				
Bridgewater	X			X	
New Waterford	X				
Sydney Mines	X				
Pictou	X				
Liverpool			X		
Total	5		1	2	
% of Total	71%		14%	29%	

CLASS 3

Springhill	X					
Mahone Bay	X					
Chester			X			
Westville	X					
Kingston			X		X	
Parrsboro	X					
Annapolis Royal	X					
Bridgetown				X		
Tatamagouche	X					
Canso			X			
Total	6		3	1		
% of Total	60%		30%	10%		

QUESTION 14: Have any of the following improvements taken place on your main street or parking lots?

CLASS 1

	Placement of Directional Signage	Lighting Improvements	Physical Improvements, Plants, Paving, etc.	Other
Truro		X	X	
New Glasgow		X	X	
Yarmouth		X	X	
Kentville	X	X	X	
North Sydney	X		X	
Total	2	4	5	
% of Total	40%	80%	100%	

CLASS 2

Antigonish	X	X	X	
Windsor				
Bridgewater	X	X	X	X
New Waterford				
Sydney Mines	X	X	X	
Pictou	X	X	X	
Liverpool	X		X	
Total	5	4	5	
% of Total	71%	57%	71%	

CLASS 3

Springhill		X	X	
Mahone Bay	X	X	X	
Chester			X	
Westville			X	
Kingston	X		X	
Parrsboro	X		X	
Annapolis Royal	X		X	
Bridgetown	X	X	X	
Tatamagouche	X	X	X	
Canso			X	
Total	6	4	10	
% of Total	60%	40%	100%	

QUESTION 15: Who was responsible for the improvements?

	Private Sector	Municipality	Joint	Parking Commission	Downtown Development Corporation	Other
CLASS 1						
Truro			X	X		X
New Glasgow					X	
Yarmouth				X		
Kentville		X			X	
North Sydney		X				
Total		2	1	2	2	
% of Total		40%	20%	40%	40%	
CLASS 2						
Antigonish					X	
Windsor			N/A			
Bridgewater	X	X			X	
New Waterford		X				
Sydney Mines		X				
Pictou		X		X		
Liverpool		X				X
Total	1	5		1	2	
% of Total	14%	71%		14%	29%	
CLASS 3						
Springhill	X	X				
Mahone Bay		X				X
Chester					X	
Westville			X			
Kingston			X			
Parrsboro	X					
Annapolis Royal		X			X	
Bridgetown			X			
Tatamagouche		X				X
Canso			X		X	
Total	2	4	4		3	
% of Total	20%	40%	40%		30%	

QUESTION 16: Do you feel improvements helped to alleviate the parking situation?

	Strongly Agree	Agree	Don't Know	Disagree	Strongly Disagree	Comments
CLASS 1						
Truro	X					
New Glasgow	X					
Yarmouth			X			
Kentville		X				
North Sydney	X					
Total	3	1	1			
% of Total	60%	20%	20%			
CLASS 2						
Antigonish	X					
Windsor			N/A			
Bridgewater	X					
New Waterford	X					
Sydney Mines		X				
Pictou		X				
Liverpool		X				
Total	3	3				
% of Total	43%	43%				
CLASS 3						
Springhill	X					
Mahone Bay		X				
Chester	X					
Westville	X					
Kingston		X				
Parrsboro		X			X	
Annapolis Royal	X					
Bridgetown	X				X	
Tatamagouche		X			X	
Canso		X				
Total	5	5			3	
% of Total	33%	33%				

QUESTION 17: What major improvements would you recommend?

CLASS 1

	More Spaces on Street	More Lots	Beautification of Existing Lots	Paving of Gravel Lots	Lighting of Existing Lots	Better Protection	Better Signage	Other
Truro		X	X			X	X	
New Glasgow					X	X		
Yarmouth			X	X		X		
Kentville						X		
North Sydney						X		
Total		1	2	1	1	5	1	
% of Total		20%	40%	20%	20%	100%	20%	

CLASS 2

Antigonish		X	X	X		X		
Bathurst						X	X	
Bridgewater		X	X		X			
New Waterford	X	X	X			X		
Sydney Mines		X	X	X			X	
Pictou			X	X		X	X	
Liverpool		X	X			X	X	X
Total	1	4	6	3	1	5	4	
% of Total	14%	57%	86%	43%	14%	71%	57%	

CLASS 3

Springhill			X	X			X	
Mahone Bay				X			X	
Chester		X	X	X		X	X	
Westville				X				
Kingston		X	X	X	X	X	X	
Parrsboro			X	X		X	X	X
Annapolis Royal		X	X	X			X	
Bridgetown			X	X		X	X	
Tatamagouche			X			X	X	
Canso			X	X				
Total		3	8	9	1	5	8	1
% of Total		38%	80%	90%	10%	50%	80%	

QUESTION 18: Are there any advertising or promotion programs to encourage use, or inform individuals of the availability of parking spaces?

CLASS 1

	Yes	No	Elsewhere
Truro	X		
New Glasgow		X	
Yarmouth		X	
Kentville	X		
North Sydney		X	
Total	2	3	
% of Total	40%	60%	

CLASS 2

Antigonish		X	
Bathurst		X	
Bridgewater	X		
New Waterford	X		
Sydney Mines		X	
Pictou		X	
Liverpool		X	
Total	3	4	
% of Total	43%	57%	

CLASS 3

Springhill			
Mahone Bay	X		
Chester		X	
Westville		X	
Kingston		X	
Parrsboro		X	
Annapolis Royal		X	
Bridgetown	X	X	
Tatamagouche	X		
Canso		X	
Total	3	7	
% of Total	30%	70%	

QUESTION 19: Does downtown parking have to be free to compete with malls

	Yes	No	Elaborate
CLASS 1			
Truro	X		
New Glasgow		X	
Yarmouth	X		
Kentville	X		
North Sydney		X	
Total	3	2	
% of Total	60%	40%	
CLASS 2			
Antigonish			
Windsor	X		
Bridgewater	X		
New Waterford		X	
Sydney Mines	X		
Pictou		X	
Liverpool			
Total	3	2	
% of Total	60%	40%	
CLASS 3			
Edgehill			
Mahone Bay		X	
Chester			
Digby	X		
Annapolis Royal	X		
Parrsboro	X		
Amherst			
Bridgetown		X	
Tatamagouche		X	
Canso			
Total	3	3	
% of Total	50%	50%	

OTHER COMMENTS GIVEN IN RESPONSE TO SELECTED QUESTIONS

Question 3 - What are the existing facilities and how many spaces are there?
- Windsor - off-street.
- Chester - on all streets.
- Westville - two lots.

Question 4 - Is the majority of parking free, paid, both, other?
- New Waterford - meters and off-street free.

Question 7 - Do any of the following create favourable advantages: 15 minute meters; 1 hour meters; 1 hour + meters; validated parking; policing; lot charges; other?
- Antigonish - more efficient policing increases revenues and discourages the use of metered spaces by employees.
- New Glasgow - don't have to rush back to car in case meter runs out and possibly get a ticket.
- Bridgetown - all parking both in lots and on streets is two hours.
- Liverpool - employees of shops take the best spaces in the lots - more policing required.
- Springhill - all parking on streets and in public and private parking lots is free.
- Westville - no problem.
- Windsor - ensures that on-street parking in the core does not become an all-day affair.

Question 8 - Do any of the following create unfavourable disadvantages or problems: 15 minute meters; 1 hour meters; 1 hour + meters; validated parking; zoning requirements; policing; lot charges; other?
- Bridgetown - definite strong resistance by both merchants and public to (a), (b), and (g).
- New Waterford - no one likes meters, however, they are a necessary evil.
- Springhill - had meters years ago and gradually did away with them - all parking in Springhill is now free parking - no time limits.
- Westville - no problem in this regard.
- Liverpool - employees of shops take the best spaces in the lots - more policing required - lack of 15 minute meters.
- Windsor - given the relatively small lot sizes and desire for higher lot coverage, zoning standards may be too high.
- Truro - 15 minute meters would be advantageous on major thoroughfare.
- Canso - any or all of these would create problems which do not now exist.
- Kingston - policing could pose a problem to some degree.
- New Glasgow - merchants and staff using meters.

Question 9 - What has your community done in the last five years to develop and improve parking?
- Canso - discourage off-street parking.
- Westville - received funding from Mainstreet Program to pave one parking lot.
- Springhill - under Mainstreet Program have gravelled a couple of public parking lots and paved two other parking areas.
- Liverpool - zoning by-law amendments required street set-backs and used spaces for parking.
- Yarmouth - initiated parking study as part of Development Plan.
- New Glasgow - we have spent a great deal of time and effort on parking under the Mainstreet Program... parking was the focal point in our overall plan.

Question 10 - Who assumes responsibility for financing parking?
- Springhill - merchants own lots.
- Chester - Federal government, Provincial government.
- Yarmouth - parking commission got its money from special area tax.

Question 12 - Who assumes responsibility for policing parking?
- Kingston - RCMP only at present.
- Yarmouth - planning commission is composed of a majority of merchants.

Question 13 - Who do you feel should assume responsibility for enforcing parking?
- Liverpool - joint control of employee parking must be done by the employer.

Question 14 - Have any of the following improvements taken place on your main street or parking lots: placement of directional signage; lighting improvements; physical improvements, plants, paving; etc; other?
- Halifax - general painting and clean-up.

Question 15 - Who was responsible for the improvements?
- Halifax - parking fees collected.
- Liverpool - for now the Town, but with the formation of a commission, the merchants may become involved.

Question 16 - Do you feel improvements helped to alleviate the parking situation?
- Parrsboro - more signage (better), possible paving.
- Bridgetown - there has been a definite improvement but there still remains a considerable amount of work to do.
- Iatamagouche - there is still difficulty in getting people to use the parking lot - perhaps better signage would help.

- Kingston - if planned changes can be approved by Railway and Department of Transportation.

Question 17 - What major improvements would you recommend?
- Liverpool - existing lots use space inefficiently - they should be evaluated by professionals and designed for better use of space.
- Windsor - I'm not convinced that we have a serious parking problem in Windsor, especially if the available spaces are better promoted.
- Parrsboro - pave gravel lots, mark exit center signs, general beautification.

Question 18 - Are there any advertising or promotion programs to encourage use, or inform individuals of the availability of parking spaces?
- Antigonish - radio and newspaper advertising - no current program - newsletters to merchants encouraging employees to park off-street.
- Bridgetown - more needs to be done in this area.
- Canso - parking is usually mentioned in ads.
- Kentville - local paper and signs.
- Kingston - no at present - if proper development is completed as proposed, advertising would follow.
- North Sydney - should be initiated by merchants.
- Springhill - no problem since Main Street fire - should we have a complete rebuilding of bunt-out areas, we would have one.
- Tatamagouche - the BID Committee is considering the installation of more signs re the parking lot.
- Truro - has been limited.
- Westville - parking does not create a real problem.
- Windsor - at present the downtown merchant community is weakly organized and therefore has no parking problem.
- Yarmouth - we have a lot of small lots which need development and promotion.
- Parrsboro - most people are lazy - they want to park at the store they shop in - if more upgrading work (paving and beautification) was done, I feel the public would use the lots rather than the main street - then promote parking.

Question 19 - Does downtown parking have to be free to compete with malls?
- Annapolis Royal - no malls in area, but generally yes - should be free.
- Bridgewater - any advantage should be taken to bring shopper downtown.
- Halifax - not all shopping centres have free parking.
- Kingston - malls have that advantage and are too readily available.
- Mahone Bay - no shopping malls in area.

- New Glasgow - the key factor is the types of businesses and services offered in the downtown core and effective promotion of such.
- New Waterford - meter free would not constitute a deterrant - not entirely - if parking meters did not exist store and office employees would abuse even more so - potential shoppers would not be able to use.
- Chester - no shopping malls.
- Pictou - It's my feeling that people do not shop at malls because the parking is free.
- Tatamagouche - parking meters are inconvenient in some instances - a parking lot, using hourly rates, better satisfies the needs of most shoppers.
- Truro - yes, to avoid regulatory inconvenience for the customer - no, land availability is so tight that without regulation of some form would result in congestion.
- Windsor - I think that people would resent paying parking fees downtown all the time.
- Yarmouth - ultimately the customer pays - the choice is funding the least painful method.
- Springhill - prefer free parking in smaller areas to eliminate hassle of running back to meters every hour - if parking is metered, it should be possible to book at least a period of two hours - one hour meters are a definite nuisance - people will accept metered parking if properly educated to it - our town was metered for a period a few years ago; it eliminated our problem of people parking all day and evening, Friday and Saturday on the main street - the town, for some reason, did away with the meters.
- Bridgetown - it does not necessarily have to be free but in a rural community where it is the custom to provide free parking over many years, I would venture to say from various discussions, it would not be welcomed and could have a detrimental effect on business at least until it was accepted which could take quite a while.
- Liverpool - larger lots should be free for long term shoppers but paid parking in convenience spots should not be a deterrant to those who wish to use them.
- Halifax - good design and landscaping, etc. for parking lots are of little interest to those desperately looking for parking space - only inside parking, poorly lit and patrolled seems to deter parkers - changing shopping patterns and the infusion of employee vehicular traffic are the causes of the scarcity of shopper parking - transit authority should be brought into the picture to better facilitate traffic (employees and customers) in the downtown area.

APPENDIX C

BIBLIOGRAPHY

1982. City of Dartmouth, People and Parking - Dartmouth Downtown Parking Study, City of Dartmouth.*

1981. Wilbur Smith & Associates, Parking Requirements for Shopping Centres, ULI - The Urban Land Institute.

1979. DPA Consulting Ltd., Downtown Dartmouth Planning Study.**

1978. District of North Vancouver Planning Department, Off-Street Parking Study.*

1977. Ministry of Housing, Proceedings of a Symposium on Downtown Cores.**

1974. Downtown Research and Development Centre, How People Feel About Downtown Parking.*

1971. W. E. Ewens, Parking - Proceedings From The Traffic Transportation Seminar of the Ontario Traffic Conference.**

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* Available at the Library of the Department of Municipal Affairs, P. O. Box 216, Halifax, Nova Scotia.

** Available at the Department of Development, Mainstreet Program, P.O. Box 519, Halifax, Nova Scotia.

APPENDIX D

ANNOTATED BIBLIOGRAPHY

Bearden, W. "Determinant Attributes of Store Patronage - Downtown Versus Outlying Shopping Centers". Journal of Retailing. Vol. 53, No. 2. Summer 1977, pp. 15-22, 92, 96.

Determinant attribute analysis was employed to assess which department store features are most significant in their influence on consumer patronage decisions concerning whether to shop downtown or frequent outlying shopping center department stores. The store attributes compared were price level, quality of merchandise, selection, atmosphere, location, parking facilities, and friendliness of salespeople. The results indicate that store atmosphere, location, parking, and friendliness of salespeople are critical aspects that affect downtown patronage decisions. Benefit-cost assessment must be a continuing part of the interface between downtown merchants and municipal governments for both essential compensatory activities (transportation and parking) and other essential but noncompensatory aspects of the environment (police and sanitation services).

California Business and Transportation Agency. Traffic Generators. San Diego: author, 1974.

Trip generation data collected at major traffic generators (places or facilities which generate or attract trips differently than can be predicted with normal transportation or travel modes) are summarized. The study related traffic counts taken at each facility to various characteristics of the facility such as size, number of employees, floor area, parking spaces provided, or number of persons. The data collection technique varied with each category of land use. Personal interviews were conducted at some sites to obtain occupancy figures and number of units, and to discuss the method of counting. Vehicular traffic counts were made at each selected site after the availability of background data and site characteristics were confirmed. A postcard survey was used for single-family sites and one multifamily site to obtain a sample of occupancy, vehicle ownership, and income level. An average return of 44 percent provided an adequate sample for comparison. The background data from nine regional shopping centers were obtained from the center managers. Colleges, universities, and senior high schools were studied as well as mobile home

parks, hospitals, regional parks, regional parks, residentials, commercial recreation, restaurants, and industrial parks.

Delaware Department of Highways and Transportation, Office of Planning and Unified Systems Planning. Special Traffic Generator Study. Dover, Delaware: author, 1975.

This is the fourth volume of a continuing project of "trip-end" generation research for the State of Delaware. The study deals exclusively with all forms of commercial facilities. Specific trip generation rates obtained from field data, such as traffic counts and interviews, are addressed. These interviews were designed to obtain factors such as the number of units, employees, and square feet of floor area within each commercial facility.

The purpose of this research is to further the proper and systematic arrangement of the closely interrelated elements of land use and transportation facilities, thus moving toward the provision of an optimum living environment at a minimum of cost in capital expenditures.

Jonassen, C.T. Attitudes Toward Parking and Related Conditions in the United States. Highway Research Board Special Report, No. 11. Washington: Highway Research Board, 1953.

This study demonstrates a method of determining the relative importance of such factors as parking and traffic conditions in the matrix attitudes which motivate different kinds of people to use one or another place to procure goods and services. A schedule of significant items was systematically administered to a random sample area in each of six preselected tracts in Columbus, Ohio. From these questionnaires, accurate, valid, and reliable scales were developed from which it was possible to measure the power of the several items to discriminate between downtown and suburban shoppers. As instruments for analysis, these attitude scales showed that several relationships exist between shopping satisfaction and such group socioeconomic factors as income, education, age, sex, and urban-rural background. The fact that persons in the higher income group are particularly attracted to the downtown shopping section, even though they are the ones more concerned with traffic and parking, appears to indicate that the attraction of a greater selection of goods may sometimes outweigh the disadvantages of parking traffic conditions.

Jonassen, C.T. Shopper Attitudes. Highway Research Board Special Report, No. 11-A. Washington: Highway Research Board, 1955.

Research was conducted to determine the place and importance of parking in the web of interrelated motives associated with consumers' use of the shopping facilities of the central business district or of suburban shopping centers. The phenomena studied constitute an aspect of the larger process of urban decentralization and the resulting reorganization of structural and functional patterns of the urban community brought about by technological developments in transportation and communication in Columbus, Ohio. Following the research in Columbus, studies were made in Houston, Texas, and Seattle, Washington, to retest the methodology and instruments and discover how these operate under different conditions.

Shopping attitudes and behaviour were found to be measurable. Analysis showed that most of the factors concerned with cost, service, quality, shopping conditions, and frequency of shopping were as effective in Houston and Seattle as in Columbus in discriminating between downtown and suburban shopers. A series of interviews, field tests, and statistical analyses made it possible to draw up a list of factors affecting shopping attitudes and behaviour.

Examination of the spatial pattern revealed that food, medical care, and movies are sought in areas nearer home, and that buying clothes, shoes, and house furnishings occur predominately downtown. Comparison of downtown and suburban shopping areas revealed that the downtown section has the advantage over the suburban shopping centers in all three cities in 16 of the 23 factors. The most important disadvantage of the central business district was found to be difficult parking, followed by crowding and traffic congestion for all cities. The effect of distance seems to be minimized or overcome under certain situations and conditions by the presence of other variables. Females seem to be more oriented to downtown than males. Comparison of various major occupational groups in Houston and Seattle showed that professionals, managers, proprietors, and sales and clerical persons are very similar in their behaviour and attitudes. It appears that in suburban shopping centers, the upper socioeconomic groups and younger age groups miss a large selection of merchandise more than lower economic or older age groups. Trends in shopping goods indicate that the percentage increases in shopping goods total sales have been proportionately greater in suburban shopping centers than in the downtown section of some cities.

Karkeet, K.W., Jr., Regional Parking Inventory and Analysis: Supply and Costs (Part 1). Lansing: Michigan Department of State Highways; Washington: Urban Mass Transportation Administration; 1976.

This paper provides basic parking supply and cost data for the Lansing, Michigan, region for several major CBD's selected activity centers and for the region's shopping centers. Basic study methodology is outlined along with the study's relationship to the Mode Choice Model. Reference is made to parking policy in a general sense. This groundwork information can be used as a basis from which to formulate future regional parking policy decisions. This component of the Regional Parking Inventory and Analysis provides data both in map and in tabular form.

POOR

QUALITY

ORIGINAL